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# SEAFARING

**THE ORGAN OF THE SEAFARING CLASS,  
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.  
A Weekly Newspaper for Seafaring Folk and their Friends.**

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ONE PENNY.

## IN THE DOG WATCH.

Seamen who are asked to believe in the Shipping Federation insurance scheme should read the exposure of it, and the shipowners' confessions on the subject, printed on page 9 of this week's SEAFARING.

Our readers will be happy to learn that Mr. Plimsoll, who has been recruiting in the country, has returned to London with his health restored. The general secretary of the Sailors' and Firemen's Union, who has lately been ill, is also, they will be glad to hear, reported better.

The British Consul at Santos has sent Lord Salisbury a petition, signed by 23 masters of ocean-going vessels, requesting that their ships may not have to go alongside the railway wharf there, as the ships which do go lose most or all their crews by yellow fever. In sending this petition the Consul says:—

Eighteen masters of sea-going ships have died here of yellow fever since the end of August. On some vessels the captain, mates, and entire crew have perished. Three days ago seven sailors died in the streets, and the same day there were 22 fresh cases in hospital—nearly all sailors and emigrants. Nearly two-thirds of the cases end fatally. The weather is, fortunately, still tolerably cool here for the time of year, but the disease increases in intensity, and will, of course, continue to increase as the weather gets warmer, and during January and February, which are the hottest months in this latitude, may be expected to reach its maximum.

This means that more deaths may be expected, as there are some 200 vessels lying there waiting their turns to discharge, owing to the "monstrous delay" experienced in unloading there. It is suggested that

Her Majesty's gunboat, supposing there is no ship suitable at Santos, could tow a hospital ship down from Rio and moor her near the mouth of the harbour, so as to catch the sea breeze which alone saves Pernambuco from these deadly yellow fever ravages, though nearer the Line. Surely our Foreign Office, Admiralty, and Board of Trade could do something between them? The crews of the waiting ships could live on board such a vessel, leaving only a watchman on board their own ship.

The matter is certainly a most serious one, calling for immediate action, the neglect of which may cost the Government many a vote.

It is stated that the London and North-Western Railway Company have issued instructions to all their signalmen on the North Wales coast that in case of any wreck or vessel in distress coming within their knowledge they are at once to telegraph the fact from the signal box to the nearest life-boat station. Other railway companies whose lines are near other coasts, please copy.

A shipmaster makes a most opportune and valuable suggestion by calling attention to the necessity of having life-lines hanging over the bows of steamers. All seafaring men, as he says, "know that when a steamer comes end on, or nearly so, into a sailing vessel, or into another steamer, the lack of something about the bows for the men to get hold of may mean loss of life which might easily be saved. Dozens of cases might be cited in which such lines would have saved many lives. Let us hope that other shipmasters will try so simple and easy a remedy.

Yet another startling commentary upon the professions of the Shipping Federation is afforded by the following case, reported to us by a correspondent at King's Lynn:—A steamer, hailing from London, from the River Plate, paid off her crew at King's Lynn. The captain would not give the Union rate of wages either for the run or the month, so he got a Federation crew who signed in London for £4 10s. per month, the crew paying their own traveling expenses to Lynn. When they got on board the captain wanted them to sign again for £4 per month, which they refused to do. They went ashore and asked Mr. Arnold, the secretary of the Lynn Branch of the Seamen's and Firemen's Union, what they were to do. He informed them that what they signed for in London should stand good in any other port, and they should compel their Federation officials to see them righted. The crew then asked the Union secretary if he would pay their expenses back to London, which he naturally refused, telling them Union men did not keep up the Union to oblige Federation men. He told them to go on board again, which they did. But they would not sign for £4. The captain ordered them ashore, and had to take Union runners to Cardiff, and these Federation men had to pledge their clothes to pay their fares back to London again.

It is to be hoped that they are wiser as well as sadder men, and will not in future trust to the Shipping Federation. This case should be another warning to men outside the Seamen's Union, and show them the need of getting into a good, sound Trades Union, where they will be protected.

The fact may not be generally known to the men most concerned, that it has been twice decided by magistrates that men engaged by the run are not bound to hoist aboard stores, nor unmoor a ship from permanent moorings, the custom being that the ship shall be at temporary moorings, ready for sea, when their work begins, they being employed merely to take her from one

port to another. If they are required to do any extra work, such as taking in stores, it must be agreed upon when they are engaged. When runners refused to unmoor the *Lord Rosebery*, which was moored with five hawsers, a chain cable, and two 17-inch ropes, the master attempted to deduct 5s. each from their run money for expenses incurred in unmooring. The men resisted the reduction, and the North Shields magistrates decided in their favour after hearing evidence as to the custom.

That seamen should be represented at Board of Trade inquiries into the loss of or casualties to vessels, is the barest justice. Yet it was denied by the Board of Trade inquiry at Sunderland on Tuesday into the stranding of the four-masted sailing ship *Dominion*, when a solicitor, acting for the general secretary of the Seamen's Union, claimed to examine witnesses.

At this inquiry allegations were made against the crew that they refused to work, although told that the ship was on a lee shore, and a stiff gale was blowing at the time. The Court, in giving judgment, exonerated the captain and the owners, and expressed the opinion that the vessel stranded owing to the crew refusing to do their duty. Their reasons for refusing appear to have been that their clothes had been left behind, that after a journey from Liverpool to Sunderland they had not got breakfast before being set to work, that the full complement of hands had not come aboard, and that they argued the ship was short-handed. Such allegations were surely serious enough to have merited thorough sifting at the hands of the Court, for whose own sake it is a pity that Mr. Wilson was excluded, as anything tending to produce the impression that seamen are not fairly treated by such tribunals, helps to destroy faith in their impartiality, and, truth to tell, there is little left of such faith among seamen.

A fuller report of the evidence than we have yet seen may put a different complexion on the affair, but at present it looks as if a crew of non-Union men had been brought from a distant port rather than engage Union men, in which case the disaster should serve to warn shipowners of the danger of employing non-Union crews.

It may be remembered that an eminent naturalist recently wrote us pointing out the necessity of technical education for fishermen. It is now announced that, with a view to provide instruction in the subjects required by the Board of Trade for

certificates of competency for skipper or second hand on fishing boats at convenient centres throughout the county, the Technical Education Committee of the Northumberland County Council is proposing to afford facilities for a certain number of fishermen who have already passed the examination, or who are practically qualified to do so, to pursue a course of training for three weeks at the Marine School, South Shields, in order that they may be in a position to conduct classes in their own localities. One candidate will be selected from Berwick, Holy Island, North Sunderland, Craster, Newbiggin, Blyth, Cullercoats, and North Shields, and each man will be paid 35s. a week for three weeks, together with railway expenses. Those who go through the course will be expected to conduct a class in their own localities as paid teachers under the County Council, and thus enable those who desire them to earn the Board of Trade certificates.

All this may be very well, though it is suspiciously like cramming; but, good as that may be, it is not enough. It is by no means so difficult for the fishermen to pick up the necessary knowledge to pass the examinations referred to as it is to acquire the habit of observing and the scientific knowledge of the ways of fish and the temperature of the waters they most affect suggested by our correspondent. Science most people have much to learn from, and can learn it ashore, but master fishermen, like master mariners, can only be really made at sea.

A correspondent signing himself "Norwood," writes:—"The United Steamship Company of Copenhagen have been celebrating (with great pomp and show) its 25th year. The Danish Royal Family were present at the banquet. Champagne and other luxuries were freely indulged in at the expense of the shareholders. Speeches were made by the well-paid directors, but never a word was said about the starvation wages paid to their seamen and firemen, who are receiving £2 15s. 6d. a month. In 1870 this great monopoly paid 20s. per cent. to its shareholders; in 1880 it paid 12½ per cent.; in 1889 10 per cent., and in 1890 3 per cent. The Danish seamen and firemen's strike in 1890 accounts, to a great extent, for the latter comparatively small dividend, and I venture to say, had it not been for the assistance of the English shipowners during that strike, they would have had no dividend at all.

"The British shipowners talk about foreign competition, but when the seamen of Denmark were trying to better their condition by an increase in their wages, which, had they been successful in procuring, would have placed the British shipowners on more equal terms with the foreigner, English shipowners tried all in their power to assist the great Copenhagen monopolists, or, I might say, the dictators of Denmark, to defeat the men, who were only asking for the paltry pittance of 60 crowns a month, which means 2s. 3d. per day.

"The United Steamship Company have undoubtedly developed the Danish shipping trade to what it now is, but the only people who have profited by it are the shareholders, who receive a large interest for their money. It matters not to the seaman whether the dividend is 20 per cent. or nil, for he gets no extra wages. The United S.S. Company have issued a

little book describing the development of the firm, and it is interesting to observe how the men are treated, who should surely have some credit in the great undertaking. But the seamen are entirely forgotten. The men who sell themselves soul and body to the shipowners, and work from 18 to 20 hours a day for one-third the amount that it cost the shareholders for one bottle of their champagne have no place in the hearts of such men as Mr. Tietgen."

## ON SEAMEN'S GRIEVANCES.

### MEETING IN DUNDEE.

#### AN M.P. SYMPATHISES.

By invitation of the committee, Mr. Leng, M.P., on Jan. 4, met the members of the Local Branch of the National Sailors' and Firemen's Union in the Mariners' Hall, Candle-lane, Dundee. There was a fairly large attendance of members, and the chair was occupied by Mr. William Sprow, organiser.

Mr. Sprow said they had met that evening to hear their member of Parliament, Mr. Leng, express his views upon the Bills that had been drafted at their late Congress. He hoped the Dundee seamen would frequently see Mr. Leng. (Applause.) Of course, he could not be at all their meetings, but he hoped Mr. Leng would meet with the seamen as frequently as possible. (Applause.) To-day the politics of working men should be for their welfare and interests, for the salvation of their homes and their little ones—these were the objects the working classes should have in view. (Applause.) So far as he knew Mr. Leng's political career, he had always found him most honourable inside the House of Commons in his treatment of the measures appertaining to the interests of the seamen. (Applause.) He did not know the exact view Mr. Leng took of the Bills referred to; but after hearing him they could then say whether they would be right or wrong in calling upon the electors to support Mr. Leng at the forthcoming election, although he had little doubt of what their verdict would be—(applause)—and, further, that they should send him back to the House of Commons. (Applause.)

Mr. Leng, who was received with applause, said there was one Bill of considerable importance—the Load-line Amendment Bill—which had not yet been placed in his hands; but by the courtesy of their local secretary he had received copies of

#### NINE BILLS

drafted by the general secretary. He feared that, with an early dissolution of Parliament in view, there would be no likelihood of passing more than one or two of the Bills next session, and if he were consulted he would advise Mr. Wilson to put in the forefront those Bills which aimed at "the greatest good of the greatest number." Three of the Bills were of this character, dealing as they did (1) with the provisions supplied to seamen; (2) with the accommodation for seamen in merchant ships; and (3) with manning of ships. The Bill dealing with

#### THE PROVISIONS SUPPLIED TO SEAMEN

proposed to establish a daily dietary scale, supplemented by a list of weekly stores

per man. At present there is no such scale. The 224th section of the Merchant Shipping Act, 1854, requires the Board of Trade to publish a scale of medicines and medical stores suitable to accidents and diseases arising on sea voyages, and requires shipowners to provide such medicines and stores, stipulating more particularly for supplies of lime or lemon juice, sugar and vinegar. Now he (Mr. Leng) unhesitatingly said that if it were right for the Board of Trade to insist on a scale of medicines and medical stores to restore men to health, there could be no objection in principle either to Parliament or the Board of Trade fixing such

#### A MINIMUM SCALE

of provisions as is necessary to keep seamen in health and strength. (Applause.) The position of a seaman is very different from that of a landsman. A landsman can forage for himself in the country, and in towns the shops are open to him; but a seaman coming, say, from Calcutta or San Francisco on a passage occupying from 100 to 150 days without ever touching the land, can only eat such food as there is on board the ship. While there is no statutory scale of provisions for seamen, there is what is commonly called the Board of Trade scale. That, however, is a mistake. The Board of Trade, so far as he could learn, had never framed or authorised a scale of provisions. All that the Board did was to provide a blank form of agreement, which was commonly filled up according to a scale that had been in use for the last fifty years. Anyone who looked at that scale must admit that it was, if not very meagre, certainly

#### VERY MONOTONOUS.

(Applause.) There was 1 lb. of bread (meaning biscuit) daily, 1½ lb. beef and 1½ lb. pork, ½ lb. flour, and ½ pint of peas day about, and there were ¾ oz. tea, ½ oz. coffee, 2 oz. sugar, and three quarts of water daily. Substitutes were at the masters' option, but if the masters were mulish or the men discontented after accepting this so-called Board of Trade scale, they had no redress if they were reduced for weeks and months on end to this round of beef and pork, flour and peas. (Hear, hear, and applause.) As there is practically, if not legally, a minimum Board of Trade scale now, he (Mr. Leng) saw no reason why that scale should not be improved by more variety being introduced and some of the quantities increased. (Applause.) Taken over all, the provisions required are considerably

#### CHEAPER THAN THEY WERE

fifty years ago. The scale of living for workmen on shore has also greatly improved. Remembering the length of time it took to pass Acts of Parliament, he thought it well that seamen should clearly understand that they have this question of provisions quite as much in their own hands as the rate of wages. They should not sign for 3 quarts of water when they knew that a gallon was not more than sufficient. If they believed that ½ lb. flour, 1 oz. coffee, ¼ oz. tea, 3 oz. sugar, and 1 lb. potatoes daily were necessary, they should not sign articles till these were agreed to. (Applause.) His inquiries led him (Mr. Leng) to understand that there is little complaint against the best class of shipowners. Although the old scale of provisions is inserted in the agreement, it is



seldom adhered to in large foreign-going ships. It is on board the ocean tramps that the

#### GREATEST COMPLAINTS

occur. (Hear, hear.) In some of these the owners contract with the masters to feed the men at so much a man per diem. That is a bad system. (Applause.) It tempts the master to make money out of the men by giving them cheap, bad, or insufficient food. In some trades all hands are allowed so much a week to find themselves. In such cases it is their own fault if they are not properly supplied, but it is doubtful if even that plan is so good as that of the owners supplying liberal provisions for the crew. The owners can

#### BUY WHOLESALE

better than the men can by retail. He was glad to learn that even in the worst ships the provisions are generally much better now than they were 30 years ago, and vastly better than they were 30 years before that. He (Mr. Leng) had heard from his father, who was in the navy early in the century, that the salt junk then was often so hard they could scarcely cut it with a hatchet—(laughter)—and the biscuits so full of weevils that they skimmed them off the coffee in which they steeped the biscuits; while the supply of water was sometimes so short that they would gladly exchange their allowance of rum for the same quantity of water.

#### IMPROVED DIETARY SCALES.

He (Mr. Leng) found that the most enlightened shipowners had already gone a long way to anticipate what Mr. Wilson's Bill proposed. Prince Bismarck had said that you cannot get good work out of a man unless you feed him well. In conversation lately with Mr. Charles Barrie and Mr. Croudace—both of whom were experienced shipmasters, who had now become extensive shipowners—he found they both took

#### BISMARCK'S VIEW,

and provisioned their ships with everything of the best quality and on a very liberal scale. (Hear, hear.) They added a very considerable variety of articles to the old scale, and there was no stint of the amount of substantial food. He had not had an opportunity of seeing all the local shipowners, but believed none of them restricted themselves to the old scale. There were also a number of leading firms in London, Liverpool, Belfast, and other ports who were renowned for the liberal way in which their ships were provisioned. What these did

#### ALL SHOULD DO,

and he (Mr. Leng) would gladly assist in the endeavour to make those who were careless, or, for the sake of greed, did not provide their ships properly, "level up" to a higher and better scale. (Applause.) He had dwelt on this subject in detail because it came home to every man who went to sea every day, and several times a day, as well as between watches at night. As a rule, provisions, groceries, and condiments were now so low in price, and the difference between good and inferior qualities was relatively so small that it was a miserably

#### SHORT-SIGHTED POLICY

to stint either the quantity or quality for the use of crews, whose health and

efficiency depended largely on the manner in which they were fed. (Loud applause.) One of the intelligent shipowners with whom he had spoken made what seemed to him a very important remark. He said that the comfort and well-being of the crew largely depended upon the cook; that anybody was thought good enough to be a cook, although he might know nothing of cookery; and that only men who knew their business should be shipped as cooks. (Applause.) In this respect it seems American vessels are better managed than ours. Only properly

#### QUALIFIED COOKS

are engaged, and one result is that they always have fresh bread on board, baked by the cooks, and not the everlasting biscuit on which our seamen have to sharpen their teeth. (Laughter and applause.) It is notorious that a bad cook makes a quarrelsome crew, and he (Mr. Leng) thought that shipowners and shipmasters should pay more attention to the qualifications of the men they engaged as cooks, since a bad cook would spoil the best provisions they could put on board. (Hear, hear.)

#### ACCOMMODATION ON SHIPBOARD.

The second of the Bills drafted by Mr. Wilson proposed to amend the 231st section of the Act of 1854, which required nine superficial feet for every man or apprentice sleeping in hammock, or twelve feet if they do not sleep in hammocks, and alternatively 54 or 72 cubic feet of space. These measurements were fixed when vessels and their forecastles or cabins were generally much smaller than they now are, and when sanitary ideas were not so far advanced. Fifty-four or 72 cubic feet of space were altogether inadequate, and the demand for at least 120 feet was so reasonable that he should certainly support it.

#### UNDERMANNING.

The third Bill was the Manning of Ships Bill, which proposed that there should be a scale for the manning of ships, increasing according to their registered tonnage. At present there is no such requirement. It is entirely in the option of the master on behalf of the shipowner to fix the number and description of the crew, and the capacity in which each is to service. The Bill had annexed to it a proposed manning scale, on the details of which he was not competent to give a decided opinion. An old ship carpenter to whom he had shown it said that the first vessel he sailed in (in the years 1851-52), a barque of 275 tons, carried a crew of 13 hands all told, of whom 8 were A.B.'s. As the

#### MANNING SCALE

in this Bill only required 9 hands for a vessel of 300 tons, it would seem not to be unreasonable in its demands for the smaller class of vessels, but he was informed that for larger vessels it demanded a large increase on the number of men now generally carried. He thought when the proposal came to be discussed there would be found various objections to fixing anything like a rigid arithmetical proportion between the tonnage and the numbers of the crew. He paid a warm tribute to the persevering manner in which "An Old Sailor," who, it was no secret, was Captain Mitchell, of Carnoustie, had through the press and in numerous pamphlets for many years protested against the undermanning of ships, and he thought that gentleman, in

his "Tit-Bits for Sailors," issued two years ago, had pointed out

#### AN EXCELLENT WAY

of dealing with this question. His proposal was:—"That a fair manning scale be drawn up for every ship in accordance with her tonnage and rig, and that the value of all labour-saving appliances and inventions available for immediate use at sea by day or by night be valued by a disinterested expert who has had at least ten years' experience at sea, and has held a master's certificate of competency in the foreign trade for at least two years." It might be expected that those who objected to a load-line would put forward similar objections to a manning scale, but the Merchant Shipping Act distinctly conferred powers on the Board of Trade and its officers to deal with

#### UNSEAWORTHY SHIPS.

He held that no ship was seaworthy unless she had a sufficient crew, and as the Board already took cognisance of the number, it should also see that the number is sufficient. The bringing of the subject before the House of Commons would certainly do good, but it should be remembered that there were a number of large shipowners there, and, in order to make headway, whoever brought on the question, must be

#### WELL ARMED

with facts and figures in support of his contention." (Hear, hear, and applause.) Having spoken at such length on the more important Bills, he should not attempt to go into detail with others which he thought had little chance of being considered in the ensuing session. He would only indicate that, so far as the constitution of Local Marine Boards is concerned, the principle of

#### LABOUR REPRESENTATION,

admitted to be good elsewhere, cannot be withheld in the case of seamen; that there ought to be more care than is now exercised in certifying that A.B.'s are what the letters signify—(applause)—that the Bill dealing with desertion and absence without leave is not likely to be favourably considered unless words are introduced importing "reasonable cause," which either the shipping master or local judge should have the power summarily to determine; that it is only right that seamen

#### INJURED BY ACCIDENT.

on board ship should be conveyed home at the ship's expense after leaving hospital, if not engaged on board another vessel. (Hear, hear.) The last and perhaps the most important of these minor Bills was that to prevent the deck-loading of timber in winter, and to limit the amount carried in summer to 3 ft. on the upper decks of steamers and sailing ships from the Baltic or Atlantic ports. In support of this, it would be necessary to supply the promoters of the Bill with solid facts, showing that lives are lost and endangered by what is now done. Mr. Leng added that he had

#### HIMSELF DRAFTED A BILL

providing that when vessels are lost and the owners obtain the freight, they shall pay the seamen their wages as if the voyage had been completed. This, he thought, might be added to the Bill dealing with the wages of seamen injured at sea. He was of opinion also that something should be done to secure for the benefit of seamen

the sum which was accumulating at the rate of from £4,000 to £5,000 a year from the sale of unclaimed

#### DECEASED SEAMEN'S EFFECTS,

and which now amounted to about £25 000. Unless it were closely watched, it would be smuggled away some day without notice, and swallowed by the insatiable maw of the Treasury. (Hear, hear.) They had heard much of late with regard to pensions for old age. In any plan that might be devised, care must be taken that our seamen are not overlooked. There would also be inestimable advantage in a well-considered but simple plan of

#### INSURING THE LIVES

of seamen so that in the event of vessels being lost or foundering at sea, their wives and families might not be left wholly unprovided for and destitute. In conclusion, Mr. Leng said he could not expect them to agree with all he had said, but he had given careful consideration to the proposals brought before him. The son of a sailor who spent the best years of his life at sea, born in a seaport, representing a seaport, and with an inborn liking for the sea and for shipping, and for a blue jacket whenever he saw one, he should

#### GLADLY ASSIST

in every way he could in remedying every real grievance and promoting every real improvement in the condition of our seamen. (Loud applause.)

Mr. Sprow said he had listened to Mr. Leng's very able speech on the Bills, although he would most urgently appeal to him to further consider the Deck-loading Bill. He believed it was even more urgent than the question of provisions, as day after day instances were being brought to his notice where vessels engaged in the Baltic trade especially were defying the regulations. He trusted that when Parliament re-assembled the question of

#### DECK LOADING

would be dealt with. Captains and officers of vessels ought to have more independence and refuse even the directions of their owners when they were asked to overload their ships. He hoped that Mr. J. H. Wilson would yet stand on the floor of the House of Commons, and state the case of the seaman as plainly and as boldly as he did the other day before the Royal Commission on Labour. (Applause.) With reference to the fund arising from deceased seamen's effects, Mr. Sprow alluded to the origin of Greenwich Hospital, stating that the funds of that home for seamen should be investigated. He was glad to hear that some of the local shipowners had practically adopted the provision scheme of the Bill, as some of the large and more respectable firms in other ports had done. There were

#### TOO MANY SHIPOWNERS

in the House of Commons, and an effort should be made to remove the bad ones and retain the good. Some were Liberals, some were Tories, but the Tories, he thought, were the worst of the lot. (Laughter.) He asked them never to trust a Tory. (Laughter and applause.) He had been tried for advising men not to go in an unseaworthy ship, and on this Bench were three shipowners. His sentence was a fine of £5, and to keep the peace for twelve

months. He asked the men of Dundee to do what they could to bring the existing state of affairs to an end; and in conclusion he assured Mr. Leng that when the next election came they as a body would do what they could to send him back to Parliament to attend to their interests. Loud applause.)

Mr. C. W. Millar, local secretary of the Union, proposed a hearty

#### VOTE OF THANKS

and of confidence in Mr. Leng. (Applause.)

Mr. James Smith seconded, and the motion was carried by acclamation.

Mr. Leng, in acknowledging the vote, said he would give the questions referred to by Mr. Sprow his most careful consideration. When other workmen were represented by men of their own class in the House of Commons it was desirable that there should be a few

#### BLUE JACKETS IN THE HOUSE

as well. (Applause.) There was such a multitude of questions coming before the House that it was impossible they could be fully dealt with unless by men who, from their own knowledge and their own experience, and from their actual observation, were able to speak upon the several points that came up. All who read Mr. Wilson's evidence before the Royal Commission must see that he was a man of great ability and vigour, and Mr. Leng hoped he would be in the House next Parliament—(applause)—and that he would be accompanied by others who would be able to deal fully and fairly with the questions in which seamen were interested; and he could assure them that so far as he was able he would do everything possible to assist them. (Loud applause.)

The proceedings then terminated.

**PROVIDENT FUND FOR FISHERMEN.**—A public meeting to inaugurate the Royal Provident Fund for Sea Fishermen was held at the Town Hall, Grimsby, last Monday night. The Earl of Yarborough presided, supported by Sir Edward Birkbeck, M.P., the Mayor of Grimsby, Alderman Dobson, Mr. E. Henneage, M.P., Sir Henry Bennett, and others. Sir E. Birkbeck, who is chairman of the council of the fund, attended, at the request of the Prince of Wales, to explain the details of the fund. The Town Hall was crowded. The chairman, in his opening remarks, referred to the national importance of that gathering, and to the great interest taken in the matter by the Prince of Wales, who was president of the Royal Fund. The Mayor then heartily welcomed Sir Edward Birkbeck to Grimsby, and briefly traced the marvellous growth of the Grimsby fishing trade. Sir Edward Birkbeck, who was received with loud cheers, said he was there by the desire of the Prince of Wales, who was deeply interested in everything connected with the fishing industry, and especially in the fund. Sir Edward then traced the history of the formation of the Fund from its inception at the Fisheries Exhibition down to the present time, until the fund had now reached the amount of £22,000. The charter of incorporation gave the fund a prestige and security which it could not otherwise have. The Royal Provident Fund had been established upon thorough and sound principles, and to meet the wants and requirements of every fishing port in the kingdom. Referring to the charter, he said that, although they had not got in it all they asked for, he thought they had got all they could expect. He then quoted the various clauses of the Charter, showing what it empowered the committee to do with its fund for the relief of fishermen's widows and orphans, and of aged and infirm fishermen. The bye-laws and model rules of local branches were then dealt with, Sir Edward explaining that the greatest latitude was given to local branches as long as nothing was done to lead to a risk to those who were likely to become members. Mr. Henneage also spoke, and urged the fishermen to join the fund, not only for the reasons already advanced, but also from a sense of their own self-respect. Resolutions were then passed in favour of the establishment of the local branch.

## OVERLOADING.

### FINED £50.

At Cardiff Police Court, on Dec. 30, Captain Maclean, late master of the *Duke of Portland*, was summoned at the instance of the Board of Trade for so overloading that vessel in the Bute Docks, on Oct. 28, as to submerge the disc equal to four inches in salt water. Mr. Vachell (Ingle-dew and Vachell), who prosecuted, stated that the hearing of the charge had been delayed owing to the inability of the defendant to attend the Court. The offence was a serious one, and had not the officers of the Board of Trade observed the submerged disc the vessel would have proceeded to sea in a grossly overladen and consequently dangerous state. Under the instructions of the official 70 tons of her cargo were removed, and she then went on her voyage. Captain Maclean intended to plead guilty. In mitigation it would be urged that defendant had already suffered punishment sufficient, as when his employers, with whom he had been for years, heard of the overloading, they had dismissed him. Defendant stated that his mate had superintended the loading, and had acted contrary to his instructions. The defendant was fined £50 and costs, or one month's imprisonment.

### THE "HOLME FORCE."

At the Liverpool Police Court, before Mr. Stewart, stipendiary magistrate, Jan. 5, Mr. William Watson, master of the British steamer *Holme Force*, was summoned for overloading. Captain Jeffrey, of the Board of Trade, having given evidence for the defence, Mr. Bateson said unfortunately the master did not go into calculations as well as Captain Jeffrey, or he would have got rid of the water in the tank, and that would have been sufficient to raise the vessel. He admitted that technically Captain Watson did overload the steamer, but any penalty his Worship might inflict would fall heavily upon him. Mr. Stewart fined the defendant £5, with £2 18s. costs.

### THE "CAIRNGLEN."

At Newport, Captain J. Anderson, master of the steamship *Cairnglen*, belonging to Newcastle, was summoned for permitting his vessel to be overloaded. It was pointed out that under the Merchant Shipping Act there was a summer and winter freeboard, and that the latter came into force on Oct. 1. On the 15th of that month the *Cairnglen* arrived at Newport from St. Nicholas, Bilbao, with her port disc submerged 5½ in. Allowing 2 inches for difference between the water in the dock and sea water, the mean submersion would be 3½ inches. On the voyage 24 tons of coal were consumed, which showed that the vessel was 5 inches too deep when she left Bilbao. The excess of cargo amounted to 86 tons. Mr. Hornby said that the vessel was a new one, and it was the first voyage she had taken in the Bilbao trade. The captain was under the impression that he was entitled to load under the summer load-line. The entries in the logbook showed that he had no intention of overloading. The Bench decided on a fine of £20.

**PILOTAGE PROSECUTION.**—At Gravesend, Jan. 5, Captain Ehrhardt, of the schooner *Jehab Merija*, was summoned for employing an unqualified pilot. George Walker, of Gravesend, said he was a compulsory pilot, and offered his services to the captain. The latter asked him what the tariff would be, and he said £3 1s. 3d. Arthur Robert Wynn, waterman, stated that he piloted the vessel to London, giving orders to the man at the wheel. The Bench made an order for the defendant to pay the single pilotage, £2 1s. 3d., and £2 15s. costs.

**ALLEGED INTIMIDATION.**—Peter Pigg, 52, lighter-man, of Rotherhithe, was charged at Greenwich, Jan. 4, with using violence to intimidate Thomas Parker, captain and part owner of the steam-tug *Traveller*. The prosecutor stated that he landed from his tug, with his fireman, for the purpose of purchasing machine oil. He went to the shop in Rotherhithe-street. Prisoner followed, and punched witness with his fist, and added to the assistant, "If you serve him with anything, no one in the neighbourhood shall deal with you. I shall stop them." He then used foul language to witness, whom he accused of having been convicted. A crowd collected outside, and the prisoner said to the people, "Set about him, lads; he is only a blackleg." Prisoner then took a bottle of ginger beer from a van and tried to get at witness, threatening him, but was prevented. Since witness had commenced to tow the barges of Messrs. Knight, Bevan & Sturge, whose lighter-men had been on strike, prisoner had insulted him on the river, and called him a blackleg. Witness, after purchasing his oil, had to get police protection back to his tug. Mr. Kennedy remanded prisoner, agreeing to accept bail.



## THE TREATMENT OF SAILORS.

Mr. Wynne Baxter, coroner, at the conclusion of an inquest last Wednesday evening, informed the jury that he had received a number of affidavits and declarations in connection with an inquest held Dec. 21, on a sailor named Hans Christien Wick, who was found dying in the street under circumstances which led the jury to pass a censure on Captain Frederick Butler, of the steamship *Nellie Wise*, who had discharged the man from his ship at Sunderland and sent him on to London in the condition alluded to, without having him seen by a doctor. The documents had been forwarded by Captain Butler's solicitors, who had been instructed to say that the censure was unwarranted, and that it had done, and would be likely to do, considerable harm to the captain. He (the coroner) had read through these documents, which were really elaborate statements by Captain Butler, John Wilson, and others, but so far as he could see they did not at all affect the point on which the captain had been censured—i.e., for not having the man medically attended before he sent him to London. There was no one present from the ship at the inquest, and the statements that were made were from the man's own lips, and the jury thought that the captain was very much at fault, particularly as the doctor at the inquest swore that such a journey in such weather caused the man's death. In the declarations before him there were many instances of kindness alleged, and he did not for an instant doubt them; but they were not questioned by anyone. The position of a ship's captain was a very responsible one: he was, in fact, everything to his crew, and in such a case as illness he was responsible for them. He was glad to note that Captain Butler stated he was about to visit the man himself when he heard of his death, and that he had written, using his influence to get the man into St. Thomas' Hospital, but he (the coroner) could not see his way to say anything in mitigation of the jury's censure. He hoped, however, that the Press would give as much publicity to this statement as they had to the report of the inquiry.

ON Tuesday a carpenter named Ernest Whitmore, residing at Birkenhead, accidentally fell down the coal bunker of the French steamer *Chili*, when entering Wallasey Dock. He sustained a fracture of the leg, and was removed to the hospital.

THE body of a seafaring man, on Wednesday, was found on the shore at Birkdale. The deceased was about 40 years of age, was 5 feet 9 inches in height, of stout build, and dressed in oilskin jacket and overalls, sea boots, blue serge trousers, blouse tied in front with ribbon, blue jersey with letters "White Star Line" on breast, black scarf, grey woollen shirt, white flannel singlet, and grey stockings. There was a leather belt with iron buckle round the waist, and in one of the pockets was found a knife with black aft, and marked on blade "J. Oxley, Liverpool."

A CARPENTER DROWNED.—The following is an abstract from a letter of the master of the new Liverpool ship *Carnedd Llewellyn*, at Rio:—"I have a pitiful tale to tell. We lost our poor carpenter (James McNeil, a native of Scotland) last Saturday, Nov. 28, when off Cape Frio, 33 days out. He had gone aloft to oil, as usual on Saturdays, and when on the lee main yardarm, oiling sheaves of topsail sheet, he fell down on topgallant rail, and then overboard. He must have been killed in the fall, as I myself dropped a life-buoy right into his hands when he was under the lee quarter, and the lifeboat was in the water in less than four minutes, and manned. An A.B. jumped overboard after him with another life-buoy, but all to no avail, as he sank to rise no more. The other man was picked up before he was three ship's lengths astern."

SEALING AND WHALING.—The arrangements at Dundee for the seal and whale fishing are now almost concluded. Three vessels will proceed to the Newfoundland seal fishing in the course of the next few weeks. These include the *Aurora* (Captain Mackay) and the *Terra Nova* (Captain Allan), belonging to Messrs. A. Stephen & Sons, and the *Esquimaux* (Captain Phillips), belonging to the Dundee Seal and Whale Fishing Company. The Davis Straits whale fishing will afterwards be prosecuted by these vessels, and in the middle of March the *Maud* (Captain Milne) will leave for the latter fishing. The fleet of five vessels belonging to the Tay Whale Fishing Company will leave for the Greenland seal and whale fishing two months hence, and several, it is understood, will return before the season is far advanced, and proceed to the southern seas to prosecute the whale fishing there.

## HOMEWARD BOUND.

The following have been reported since our last issue:—

Anseim s left Lisbon Jan 1, for Liverpool  
Arabia s left Port Said Jan 2, for Liverpool  
Aurania s left New York Jan 2, for Liverpool  
Avoca s left Suez Jan 3, for London  
Assaye s left Suez Jan 3, for London  
Arawa s left Rio Janeiro Jan 3, for London  
Arcadia s left Suez Jan 3, for London  
Ariosto s left Melbourne Dec 29, for London  
Asloun s left Port Said Jan 2, for London  
Angerona left San Francisco Jan 4, for Queens-  
town  
Atacama left Tocopilla Dec 22, for Falmouth  
Auretta s left New York Dec 29, for U K  
America left Philadelphia Dec 29, for U K  
Antonio s left Baltimore Dec 31, for U K  
Argosy s left Philadelphia Dec 31, for U K  
Axminster s left Baltimore Jan 1, for U K  
Activ left Charleston Jan 2, for U K  
Alma s left Baltimore Jan 3, for U K  
Astrion s left Baltimore Jan 3, for U K  
Ardanocorach s left Galveston Jan 3, for U K  
Aral s left Philadelphia Jan 4, for U K  
Branksome Hall s left Suez, Jan 30, for Liverpool  
Benguela s left Grand Canary Jan 3, for Liverpool  
Bulgarian s left Newport News Dec 29, for L'pool  
Bernadotte left Mobile Dec 29, for Liverpool  
British Princess s left Philadelphia Dec 31, for  
Liverpool  
Bengore Head s left Brunswick Jan 1, for L'pool  
Bohemia s left Gibraltar Dec 31, for London  
Brenda s left Baltimore Dec 30, for U K  
Broma s left Galveston Jan 3, for U K  
City of Perth s left Port Said Jan 2, for Liverpool  
Cardiff Castle s left Norfolk Dec 30, for Liverpool  
Chaucer s left New York Dec 29, for Liverpool  
Costa Rican s left New Orleans Jan 2, for Liverpool  
Cephalonia s left Boston Jan 2, for Liverpool  
City of Dundee s left Norfolk Jan 2, for Liverpool  
Clan Murray s left Gibraltar Jan 4, for London  
Coremandel s left Marseilles Dec 30, for London  
Clan Grant s left Port Said Jan 3, for London  
Clan Drummond s left Malta Jan 2, for London  
City of Calcutta s left Port Said Jan 3, for London  
Clan Macarthur left Aden Jan 3, for London  
Clan Macalister s left Madras Dec 31, for London  
Clan McNeil s left Colombo Dec 30, for London  
Camden s left Demerara Dec 30, for London  
Clan Macpherson s left Calcutta Jan 5, for London  
Caledonia s left New York Jan 2, for London  
Corean s left Boston Jan 3, for Clyde  
City of Wakefield s left Suez Dec 28, for Dundee  
Claverdon left Calcutta Jan 4, for Dundee  
Colina s left Halifax Dec 24, for Glasgow  
Corryvreckan left Iquique Dec 29, for Channel  
County Derry s left Newport News Dec 30, for U K  
Castlehill s left Philadelphia Dec 28, for U K  
Charles Luling left Philadelphia Dec 31, for U K  
City of Worcester s left Baltimore Dec 31, for U K  
Cadiz s left New Orleans Dec 31, for U K  
Caffia s left New York Jan 2, for U K  
Crimdon s left Baltimore Jan 1, for U K  
Cyrene s left New Orleans Jan 1, for U K  
Cascapedia s left New Orleans Jan 4, for U K  
Colorado s left New York Jan 1, for Hull  
Dahomey left Grand Canary Jan 1, for Liverpool  
Discoverer s left New Orleans Jan 1, for Liverpool  
Deddington s passed Aden Dec 29, for London  
Dunera s left Naples Jan 3, for London  
Dunne Castle s left Las Palmas Dec 31, for London  
Dunnottar Castle s left Cape Town Dec 31, for L'dn  
Durham s left Perth Dec 30, for London  
Deptford s left Baltimore Dec 31, for U K  
Dominion s left Portland, Me, Jan 3, for Avon'mth  
Dane s left Tenerife Jan 1, for Southampton  
Eden Hall s left Bombay Dec 30, for Liverpool  
Europe s left New York Jan 4, for London  
Elmville s left New York Jan 1, for Queenstown  
Edenmore s left Norfolk Dec 29, for U K  
Eugethen left New York Dec 31, for U K  
Empress s left Galveston Jan 1, for U K  
Escalona s left New Orleans Jan 2, for U K  
Edwyed left Astoria Jan 3, for Cork  
Etbe s left Las Palmas Dec 31, for Southampton  
Flora left Savannah Jan 1, for Liverpool  
Flintshire s left Suez Jan 3, for London  
Floridian s left New Orleans Jan 2, for London  
Frankistan left Tacoma Dec 29, for Queenstown  
Furness's s left New York Jan 4, for Clyde  
Gulf of Suez s left Las Palmas Dec 31, for L'pool  
Georgians s left Boston Dec 31, for Liverpool  
Geraldine left Pernambuco Dec 13, for Liverpool  
Gulf of Mexico s left Port Said Dec 29, for London  
Glengarry s left Suez Jan 2, for London  
Gulf of Martaban left Suez Jan 3, for London  
Goorkha s left Colombo Dec 28, for London  
Grecian s left New Orleans Jan 3, for London  
Glengyle s left Singapore Jan 4, for London  
Glaucus left San Francisco Dec 30, for Queenstown

Garnet Hill left Calcutta Jan 4, for Dundee  
Gorm s left New York Dec 29, for U K  
Girdleness s left Baltimore Dec 21, for U K  
Guldregn left Savannah Jan 1, for U K  
Gladolus s left New York Jan 4, for U K  
Grafton s left New York Dec 29, for Cork  
Highland Scot s left Las Palmas Jan 3, for L'pool  
Handel s left St Vincent Jan 3, for Liverpool  
Hippomenes s left River Plate Dec 31, for L'pool  
Hollopes s left Newport News Dec 30, for London  
Harrogate s left New York Dec 29, for Aberdeen  
Hibernia s left Philadelphia Jan 3, for Glasgow  
Hurworth s left New York Dec 30, for U K  
Hamingia left Brunswick Dec 30, for U K  
Hosten left New York Dec 31, for U K  
Havre s left New Orleans Jan 4, for U K  
Iberia s left Pernambuco Jan 1, for Liverpool  
Italy s left New York Dec 31, for Liverpool  
Ituni s left Demerara Dec 29, for London  
Ironopolis s at Genoa Dec 28, for Dundee  
Ipden s left Newport News Dec 29, for U K  
Iron Crag left Astoria Jan 3, for U K  
Iniziativa s left New York Dec 31, for U K  
Joseph John s left Galveston Jan 1, for Liverpool  
Juma s left Townsville Dec 30, for London  
Jacon s left Singapore Jan 4, for London  
J F Whitney left Brunswick Jan 2, for U K  
Knutsford left Newport News Dec 30, for Liverpool  
Karamania s left Perth Jan 3, for London  
Kaiser-i-Hind s left Aden Dec 31, for London  
Killean left San Francisco Dec 30, for Queenstown  
Kilmore s left Norfolk Dec 30, for U K  
Kentigern s left New York Dec 29, for U K  
Labrador s left Halifax Jan 2, for Liverpool  
Loch Rannoch left Geelong Dec 28, for London  
Lancashire s left Rangoon Jan 2, for London  
Lina left Galves on Dec 29, for Falmouth  
Latona s left New Orleans Dec 31, for U K  
Lord Charlemont s left Baltimore Jan 3, for U K  
Lanberia s left Baltimore Jan 4, for U K  
Luigate s left Galveston Jan 3, for U K  
Majestic s left New York Dec 30, for Liverpool  
Menelaus s left Perth Jan 3, for London  
Mogul s left Malta Dec 23, for London  
Moness s left New York Dec 30, for U K  
Mendelssohn s left Baltimore Jan 2, for U K  
Marie left Savannah Jan 1, for U K  
Nomadic s left New York Dec 31, for Liverpool  
Niola left Canarvon, WA, Dec 28, for London  
Navicator s left Calcutta Jan 2, for London  
Nicasor left Philadelphia Dec 29, for U K  
Norden s left Baltimore Jan 2, for U K  
Nevada left Charleston Jan 1, for U K  
North Gwalia s left Baltimore Dec 31, for Cork  
Newcomen s left Kurrachee Dec 31, for Hull  
Oregon s left Cape Race Dec 30, for Liverpool  
Ottoman s left Boston Dec 29, for Liverpool  
Ovidense s left Para Jan 2, for Liverpool  
Ganfa s left Port Said Jan 2, for London  
Orient s left Naples Jan 2, for London  
Orion s left Gibraltar Jan 4, for London  
Ormuz s left Colombo Dec 30, for London  
Orotava s left Albany Jan 2, for London  
Oxford s left Calcutta Jan 2, for London  
Otto left New York Jan 4, for U K  
Otranto s left Boston Jan 1, for Hull  
Polynesian s left Baltimore Jan 3, for Liverpool  
Pak Ling s left Colombo Dec 29, for London  
Port Philip s left Gibraltar Dec 31, for London  
Port Caroline s left Suez Jan 2, for London  
Pe-hawur s left Brindisi Jan 2, for London  
Port Albert s left Suez Jan 2, for London  
Polyphemus left Suez Jan 2, for London  
Ping Suey s left Hong Kong Dec 22, for London  
Portna s left Santos Dec 24, for London  
Pegasus left Calcutta Dec 29, for London  
Port Palmer s left Suez Jan 3, for London  
Port Glasgow left Portland, O, Dec 30, for Queens-  
town  
Pretoria s left Cape Town Jan 2, for Southampton  
Requille s left Grand Canary Dec 31, for Liverpool  
Rydal Hall s left Gibraltar Jan 4 for Liverpool  
Rita s left Norfolk Jan 1, for Liverpool  
Restitution s left New York Dec 30, for U K  
Roseneath s left Savannah Jan 1, for U K  
Rosario s left Malta Jan 4, for Hull  
Schiehallion s left Norfolk Dec 26, for Liverpool  
Sedgmore s left Baltimore Jan 4, for Liverpool  
Stella s left Malta Dec 31, for London  
Stockholm City s left Boston Jan 4, for London  
Suburb left Sydney Jan 2, for London  
Siberian s left New York Jan 1, for Clyde  
Southern s left Norfolk Dec 29, for U K  
Stefano Repetto left New Orleans Dec 28, for U K  
Strathlyon s left Newport News Dec 29, for U K  
State of Indiana s left New York Dec 29, for U K  
Skjoldmoen left Charleston Jan 1, for U K  
Stalheim s left New Orleans Jan 2, for U K  
Sicilia s left Norfolk Jan 2, for U K  
Sullamut s left Bombay Dec 29 for Hull  
Tegurno s at Key West Dec 24, for Liverpool  
Tongariro s left Tenerife Jan 3, for London  
Thurston s left Brunswick Jan 2, for U K  
Tangier s left Newport News Jan 2, for U K

Tiber s left New York Jan 2, for U K  
 Thomas Melville s left Philadelphia Jan 3, for U K  
 Triton left Savannah Jan 4, for U K  
 Tormorse s left Brunswick Jan 3, for U K  
 Tamar s left Santos Jan 2, for Southampton  
 Valetta s left Gibraltar Jan 1, for London  
 Vaan left Savannah Dec 30, for U K  
 Viceroy s left New York Dec 31, for U K  
 Virginia s left Baltimore Jan 4, for U K  
 Venetia s left Baltimore Jan 4, for U K  
 Worsley Hall left Port Said Jan 2, for Liverpool  
 Wiscensin s left New York Dec 30, for Liverpool  
 Windsor s left Galveston Dec 24, for Liverpool  
 Wistow Hall s left Kurrachee Jan 1, for Liverpool  
 Winnie s left Baltimore Jan 2, for U K  
 Winchester s left Philadelphia Jan 1, for U K  
 Wells City s left New York Jan 4, for Swansea  
 Zemindar left Calcutta Jan 2, for London

AT West Ham Police Court, Dec. 31, George Kenish, 45, a ship's steward, was charged with having assaulted Thomas Lindsay, an engineer's steward, on the steamship *Parkmore*, at Victoria Docks. The magistrate imposed a fine of £3 and the costs of the proceedings, or in default one month's imprisonment, the prosecutor to receive £1 as compensation. The money was paid.

FALSE ADVANCE NOTES.—At Greenock, Jan. 5, Charles Barton or Bergstrom, and Hannah Barton, or Berg-trom, were charged with having on various occasions in November and December last fabricated and uttered shipping advance notes, by means of which the accused falsely and fraudulently induced clothiers, outfitters, and others to supply articles of clothing and to lend sums of money. Accused pleaded guilty. I was stated that the plan was to pretend that the male prisoner was just on the point of going to sea, to present forged advance notes or bills, and on the faith thereof to obtain goods and money. Sentences: Male prisoner, six months' imprisonment; female prisoner, three months' imprisonment.

FOR GALLANTRY.—The committee of Lloyd's have decided to bestow on Thomas Watson (master), William Burton, Edwin Hurne, and Arthur Fisher, the crew of the fishing smack *Briton's Pride*, the bronze medal of the Society as an acknowledgement of their extraordinary exertions in saving life at sea. These men were the means of rescuing from the rigging of the sunken vessel *Enterkin*, during a strong wind and heavy sea, the apprentice Lewis. The smack stood by the wreck for several hours until daylight, when they were able, with great difficulty, to launch their boat and to take the apprentice on board. The committee of Lloyd's have also decided to bestow upon Captain W. P. Seaton, commanding the steamer *Ashton*, owned by the Manchester, Sheffield, and Lincolnshire Railway Company, the bronze medal of the Society, for saving the lives of two men belonging to the *Enterkin*, who were discovered clinging to the keel of a capsized boat. The committee have further decided to bestow the bronze medal of the Society on the Rev. C. A. W. Robins, W. Walker (coastguardman), and J. B. Tart and Robert Tart (fishermen), as an acknowledgement of their heroic conduct in contributing to the saving of the lives of the crew of the Swedish barque *Zolus*, which struck off Dungeness in the gale of the 11th of November last.

ALLEGED WOUNDING.—At Liverpool Police Court, Jan. 4, a coloured fireman, named James Francis Waterman, was charged, on remand, with wounding Michael Carroll, a fireman on board the steamer *Craigton*, of Glasgow. Alexander Dalglis, third officer of the *Craigton*, said that on Oct. 30 Carroll complained that prisoner had bitten his fingers. About mid-day he found Carroll lying insensible and bleeding about the head. The prisoner was walking away with a furnace bar in his hand. When the prisoner was brought up on deck he said there were two or three men on board he would like to do the same thing to. Robert Gardiner, chief engineer of the *Craigton*, stated that he saw Carroll lying injured. Prisoner said, "Come in; see what I have done." He heard the prisoner say that he had not given Carroll sufficient, and that he had a few men on board to "fix." Benjamin Rosser, chief officer, said that after the occurrence he caused Waterman to be placed in irons. Carroll had a very dangerous wound on the side of the forehead and another on the top of the head. James Henery, a fireman, said he did not see how Carroll received his wounds. He had heard Carroll using his tongue against prisoner, and on one occasion the former put up his fists to fight. Peter Poels gave corroborative evidence. Accused was committed for trial at the sessions, bail being allowed.

## SHIPS SPOKEN.

Achilles, for San Francisco, Nov. 5, 43 S, 60 W.  
 Africa, British barque, Manila to New York, Nov. 2, 36 S, 24 E.  
 Agnes Oswald, British ship, Glasgow to San Diego, Nov. 17, 10 S, 34 W.  
 Anna, Dutch kuff, Dec. 13, 6 N, 28 W.  
 Argonaut, British ship, San Francisco to Queens-town, Nov. 26, 9 N, 117 W.  
 Brunel, for San Francisco, Nov. 6, 49 S, 65 W.  
 Bengal (? Benguela), Shields to Buenos Ayres, Nov. 26, 12 N, 9 W.  
 Bowden, British ship, Oct. 27, 56 S, 72 W.  
 City of Tanjore, barque, Dec. 25, 39 N, 19 W.  
 Curityba, s, Dec. 20, 29 N, 18 W.  
 Celtic Chief, San Francisco to Dunkirk, Dec. 9, 10 S, 35 W.  
 Crown of Denmark, Liverpool to San Francisco 22 days, lat. 3, long. 31.  
 Eliza, Christiansand to Hull, Dec. 24, 140 miles ENE from Spurn.  
 Euphrates, Clark, San Francisco to Havre, Dec. 16, 34 N, 129 N.  
 Foyle, ship, Calcutta to Demerara, all well, Dec. 6, 6 N, 93 E.  
 Favonius, Havre to New York, Dec. 26, 41 N, 63 W.  
 Grassendale, Dec. 4, 44 S, 61 W.  
 Gantock Rock, of Glasgow, Queenstown to San Diego, Dec. 6, all well, 40 N, 17 W.  
 Glenfinlas, of Liverpool, New York to Calcutta, all well, Dec. 8, 17 S, 89 E.  
 G. W. Wolff, Dec. 12, 33 N, 127 W.  
 Golden Horn, Pensacola to Hamburg, all well, Dec. 25, 34 N, 70 W.  
 Grassendale, British ship, Shields to San Francisco, Dec. 10, lat. 3 N, long. 25 W.  
 Haverstoe, English steamer, steering west, Dec. 29, 48 N, 34 W.  
 Hawarden Castle (s), Southampton to Cape Town, Dec. 26, 15 N, 18 W.  
 Hesperides, ship, of London, Barry to Port Pirie, Nov. 22, 11 S, 33 W.  
 Invertroas-achs, of Dundee, all well, Dec. 20, 39 N, 41 W.  
 John o' Gaunt, barque, of Liverpool, Iquique for Falmouth, all well, 49 N, 8 W.  
 John Gambles, British ship, San Francisco to Hull, all well, Dec. 4, 23 N, 112 W.  
 Livingstone, barque, Dec. 13, 16 S, 37 W.  
 Loch Ken, English barque, Dec. 10, 5 S, 31 W.  
 Lebu, British barque, Victoria to Liverpool, Dec. 4, 20 N, 126 W.  
 Martha Bockbahu, Jan. 3, 50 N, 8 W.  
 Nora Wiggins, British barque, New York to Algoua Bay, Dec. 8, 39 S, 3 W.  
 North, British ship, Havre to Astoria, Nov. 14, 28, 32 W.  
 Opawa, of Lyttelton (N.Z.), steering WSW, all well, Dec. 17, 49 N, 6 W.  
 Parthia, ship, San Francisco to Havre, all well, Nov. 23, 9 N, 115 W.  
 Queen, s, New York to Liverpool, Dec. 27.  
 Rising Star, barque, of Maryport, Dec. 20, 2 S, 29 W.  
 San Nicolas (s), Dec. 27, 38 N, 13 W.  
 Thomas Dana, Philadelphia to Seattle, Oct. 6, 42 S, 55 W.  
 Villalta, British barque, Liverpool to Adelaide, Nov. 15, lat. 25, long. 28.  
 Wandering Jew, New York to Hong Kong, Dec. 21, 33 N, 45 W.  
 Woodlark, English barque, steering SW, Dec. 29, 48 N, 6 W.

LIFEBOAT COMPETITION.—In the course of the next few weeks a large amount of interest will be concentrated on Lowestoft, where the Royal National Lifeboat Institution have decided to hold a competition for sailing lifeboats to enable them, through competent judges, to determine the most effectual method of launching the boats when engaged in their work of rescue, and to test the class of boat and method of handling best adapted for the work. Crews have been selected from the pick of the celebrated boatmen of Deal, who, from the close proximity of their native place to the Goodwin Sands, are adepts in this class of work, and from Lowestoft, Liverpool, and one or two other seaport towns. The most severe tests will be exacted from the crews and boats—amongst others, that *bete noire* of inexperienced lifeboat men, launching from the beach through a heavy surf, passing through breakers, and, most important of all, anchoring the boat among them as if to veer down to a wreck. Owing to recent casualties to the crews of lifeboats unused to this work, the competition should prove of immense service to all seafaring people; and crews of boats stationed on an exposed shore, or where there are dangerous outlying shoals and no harbour exists, will no doubt find the practical experience of the Deal boatmen in launching or beaching boats of the greatest value to them.

## CORRESPONDENCE.

## DINNERS TO POOR CHILDREN.

To the Editor of "Seafaring."

SIR,—In the hope that all the Christmas charity of 1891 is not yet exhausted, I write to remind you that for a number of years past you have kindly allowed me the privilege of pleading for our Committee on behalf of the Hackney Juvenile Mission and Ragged Schools, for its many special needs during winter time. The Mission was founded in 1871, and so for twenty years past has quietly and regularly been working through its faithful and loving voluntary helpers, entirely for the good of the poor of that densely crowded district of East London, and especially for and amongst the poor boys and girls of South Hackney and Homerton. In past years I know you have led some of your many readers to generously help us to provide a substantial roast beef and plum pudding dinner and festival for some 600 to 700 carefully selected deserving poor. The Committee hope to be able to again provide for at least as many hungry children this year (on Saturday next, January 9th, 1892), and most cordially invite your readers to assist, and themselves practically participate with them in this pleasure.

In addition to the above, the regular and ordinary departments of a useful Children's Christian Mission Work are carried on at the Miss on Hall during the whole year, and specially for the winter months, the soup kitchen and weekly free meals are a great boon, and have to be provided for.

Contributions (large or small) will be most gratefully received by either Mrs. W. Tyler, Pine House, Holloway, N.; F. E. Tozer, Esq. (chairman), 220, Evering-road, Clapton, E.; Mrs. H. Knight, 54, Stanhope-gardens, W.; Mr. John Newman (hon. sec.), 120, Cheapside, E.C.; or by

Yours faithfully,  
 A. ATHRO KNIGHT.

Joint Founder and Honorary Treasurer.  
 Knightsville College for Ladies, Brockley,  
 London, January 2nd, 1891.

P.S.—In view of winter snows and frosts, left off boots, clothing, woollen cuffs and mufflers, toys, Christmas cards, books, tracts, etc., will be gladly received and carefully distributed.

## THE PLIMSOLL TESTIMONIAL.

To the Editor of "Seafaring."

SIR,—Through the medium of your valuable paper I would tell my fellow-members that may not know that at the Seamen's Congress held in London last October a resolution was unanimously passed that each member of the Union contribute 2s. 6d. towards a testimonial to Mr. Samuel Plimsoll, who has spent £25 000 in fighting that we may go to sea in ships that are seaworthy. I hope this will never be forgotten by seamen, now we are asked to contribute 2s. 6d. each towards furthering the efforts of our Grand Old Man, can we refuse? Did the voters of Derby refuse to send him to Parliament to fight for the seafarers? No, they sent him there by a mighty majority, and I hope that we, like the people of Derby, will let the world see that we appreciate his good work. We may never have another opportunity of showing our respect for Mr. Plimsoll, as he is an old man and may be taken from us at any moment. Then we should begin to know his value. So pay your little mite while you may. It is our duty to show our gratitude for the great benefits we are daily receiving through his exertions. Read one of his books entitled "Our Seamen." If it does not move you you must have hearts as hard as stone. I have paid the levy with a cheerful heart myself, and I hope that all members of the Union will follow my example. It need not be paid all at once; it can be paid in small sums which all can afford, and all who pay it will receive a cabinet photo of Mr. Plimsoll.—Hoping my humble appeal will not be in vain, I remain, yours truly,

T. RICHES MANCHAP.  
 Member of Grimsby Branch.

## THE SHIPPING FEDERATION'S KINDNESS.

To the Editor of "Seafaring."

SIR,—I should like to say a few words on the Federation ships, and how kind they are to us seamen. They say they study our interests. That is untrue. I am on one now, and we have to carry a Federation ticket. I believe it is the fashion of different large firms in Hull, if the men want any money for their wives while abroad, to give them a note on the owners, but when I went to our captain to ask him for one, he said it was not his custom



while abroad to give his men notes, and he said he would not give me one. Now, Mr. Editor, our wives can starve while we are away. We are earning the money, and yet they cannot get our earnings. Do the Federation, whose captains represent them, living in luxury themselves, study our interests at large? No. Then all the more reason why we should band together, and defeat them in their own selfish ends. Brother seamen, stick to our glorious Union, and remember what it has done, and is still doing for us, and we shall gain a great victory in the long run, which will make them open their eyes rather wide with astonishment.—I am, yours in unity,

ONE WHO BELIEVES IN RIGHT.

#### QUESTIONS.

To the Editor of "Seafaring."

SIR,—Having been a reader of SEAFARING for some time past, I beg leave to ask you two questions which I hope you will answer through SEAFARING. First, where could I obtain a copy of "Real Sailors' Songs," mentioned in your issue of Nov. 21st. Second, has there been a different scale of food sanctioned by Parliament for issue to merchant seamen; if so what is it, and when is it to come into force?—Believe me, yours truly,

G. BAKER.

Folkestone.

(1) The book may be ordered through any bookseller. (2) The old provision scale is still in force. The Sailors' and Firemen's Union are agitating for a new and improved scale.

#### TO CORRESPONDENTS.

H.E.H.—If you join the Sailors' and Firemen's Union you can get compensation for loss of your outfit. Particulars may be had of any of the Branch secretaries, whose names and addresses appear on page 8 of SEAFARING.

### SEAFARING DISASTERS.

Annie E. Wright.—British ship *Annie E. Wright* has put into Bahia with captain sick.

*Afrikaner*, new steamer, whilst being towed to Hartlepool Jan. 7, for her engines, drove ashore to the southward of Teesmouth.

*Aleedo*, s, Glasgow for Carrickfergus, ashore Black Head. Crew saved and at Whitehead.

*Armathwaite*, s, Marseilles for Hamburg, reports that when off East Goodwin Lightship Dec. 23, collided with unknown craft, striking the other vessel's starboard quarter. One plate damaged. First officer had some ribs broken. Boat got out and steamer cruised about the spot for an hour or so, but could not see any lights or signals from the other vessel.

*Catherine Richards*, from Saffi, ashore Tralee, Dec. 31; crew of five supposed lost.

*Childwall*, Liverpool barque, Iquique for Antwerp, run down and sunk near Flushing, Jan. 3, by Belgian steamer *Noordland*, which struck her amidships. The mainmast and foremast were knocked overboard, the mizzenmast alone being left standing. A portion of the crew at that part of the vessel took to the mizzen masthead, but those at the other part of the vessel went under and were drowned; 15 hands lost. The *Ipswich*, s, Jan. 3, landed at Harwich the captain and eight men picked up from the mizzenmast.

*Canada*, coal hulk, at Milford Haven; fire discovered on Jan. 1, and extinguished. Charred body of man found in her. Name not stated.

*Ferrie*, s, of Belfast, put back after collision with tug *Edward Finch*, having bows damaged.

*Fylla*.—Orient Liner *Oroya* in collision with Danish schooner *Fylla*, of Rudkjøbing, off Folkestone; schooner sank and captain drowned; five survivors landed Plymouth.

*Guildford*, s, of Newcastle, South Shields to New York, put into Aberdeen Jan. 5, damaged in gale.

*Lutetia*, s, from Calais to Tyne, Jan. 2, off Seaham, collided with unknown barque; steamer damaged.

*Lyell*, s, from Black Sea, while entering Dunkirk, run into by French steamer and damaged.

*Laura Emma*, schooner, of Padstow, bound to St. Johns, was foundering in lat. 48 50 N, 34 W, when *Astrea*, steamer, took off crew, who landed at Dartmouth, Jan. 7.

*Maxwell*, British ship, arrived at Astoria from San Francisco, was in collision with the British ship *Kircudbrightshire*, off Columbia River. Both somewhat damaged.

*Nevada*, Guion Liner, Dec. 25, enormous wave broke over ship, smashing bridge and captain's leg.

*Rose C.*, barque, Pernambuco for Delaware, sugar, founded about 200 miles off the coast N.E. Barbadoes. All on board saved and landed at St. Vincent, W. I.

*Speedwell*, s, of Glasgow, parted anchors at Serabster and went ashore; crew saved.

*Telegraphic*, s, Liverpool for Londonderry, put into Belfast on Saturday, having sprung a leak. Dry docked for repairs.

*Umtata*, s.—London, Jan. 7.—The owners have a telegram from their agents, dated Madras, Jan. 7, respecting the *Umtata*, s.:—"No salvage possible. Arranging discharge crew."

ARRANGEMENTS have just been completed at Devonport for lighting the ships under construction by electricity. The system has been in vogue for some years at Portsmouth, but has never previously been introduced at Devonport, whilst at Chatham it was tried and abandoned, owing, it is stated, to the expense. On board the *Edgar*, at Devonport, a portable dynamo engine and boiler has been placed, which is capable of lighting 360 lamps. The cost of such lighting is estimated at £2 a day. Three vessels on the building slips have also been similarly illuminated, with good results.

### SOME FUN.

#### THE VARIABLE VALUE OF SILVER.

"You can't put an absolute value on the silver dollar," remarked an able financier on the street to his friend from the West.

"Just the same you can," was the reply, "and we are going to do it."

"I say you can't," persisted the other.

"Why in thunder can't we?" exclaimed the Westerner, warming to the argument.

"Because it is a variable quantity." "Variable nothings."

"Hold on, now, and listen till I prove it to you. You struck the town yesterday dead broke, didn't you?"

"Yes."

"And you were hollow inside, and tired, and you wanted a drink and supper, and a bed to sleep in, didn't you?"

"Rather."

"And you hadn't anything to get them with?"

"No."

"And you set yourself up by borrowing a cart-wheel from me, didn't you?"

"Thanks, yes."

"To-day you've got a hundred in your pocket, and are stopping at a first-class hotel?"

"Yes."

"Well, now, old hoss, wasn't that dollar last night worth about 14 times as much to you as it is to-day, even if it was a silver dollar worth only 87 cents?"

"Um-er-er, yes, I suppose it was."

"Of course it was, and when you come to consider that about half of us are that way about three-fourths of the time, how the dickens are you going to give a fixed value to the dollar, I'd like to know?"

And the other man couldn't tell him.

#### WHY HE DIDN'T POP.

He was a thoroughly cultured man, having roamed at will among the rich treasures of the Chicago City Library. He was one of your progressive, independent men, who preferred the education acquired by systematic research in the inexhaustible storehouse of a large library to the training of a university; and while a student of the latter could decline a Greek verb, and explain its irregularities, he could explain to you the history of industrial progress and of race development, he was well acquainted with the masterpieces of English literature, and was always an entertaining converser.

He had a friend—a very warm friend—one who often carried to him the volumes he desired, and delighted in the service.

She was only a librarian's assistant, but the contact of books, the refining influence of good literature, had moulded her into a winsome lady—such an one as an intelligent man delights to meet.

Back among the bookshelves he would, at times, take down the bulky volumes for her. A hand would touch a hand and linger there. Eyes would glance at an illuminated title and then glance on at an illuminated soul in the bright orbs of the companion.

Thus the time passed, their interest in one another increasing, and the romance approaching the grand climax.

#### THE CLIMAX.

In a secluded place she found him brushing the dust from an old volume. Books in bright colours were smiling down at them from their lofty perch; books in sombre hues were sneering cynically at

them; while other books were wearily leaning against one another for support, like friendly comrades jogging homeward together, after a night's sport.

In a thoughtful mood he reached for another volume, but paused, and stroked her hair. His hand trembled. His eyes sparkled. His lips quivered.

"My dear," he said, "we have—"

Thump went a book on a desk before them, which had fallen from a shelf where it had been carelessly placed. In a disconcerted way he drew it towards him, and they read across the cover "Cook Book."

He thought of his mother and sister and of the excellent dinners they prepared. Almost thoughtlessly he asked her if she could cook, and she demurely answered no.

Again he thought of the delicacies to which he had been accustomed at home, and of a sorry meal he ate at his brother's home soon after he was married.

He replaced the fallen book, blew some dust from another, and sauntered away to the window.

I wonder what his thoughts were.—*Arkansas Traveller*.

#### OUR LASSOVILLE LETTER.

EDITOR TRAVELLER: Our city is at present enjoying a boom which, if it keeps up, will place us in the lead of all other towns in the Territory.

Your correspondent is delighted with the spirit of enterprise displayed by our citizens.

Balty Stubbs, proprietor of the "Morning Swallow" is making his popular resort very attractive, and has added to the cheery appearance of the place by hanging a highly coloured portrait of his late friend, "Billy the Kid," over the bar.

One cannot look at the noble face of the brave young hero without a rush of tears to his eyes and a feeling of bitter sorrow at his untimely end.

Some people who were never fond of Billy say he was a little too wild, and now that he sleeps under the daisies, or rather cactus, would be glad to rob him of his fair fame.

But the writer knows that this is all pure jealousy on the part of Billy's foes, and while he feels that the lad was, perhaps, a bit too handy with his gun, he would beg all to remember his youth and that boys will be boys.

Kid-gloved Jim has been confined to his room for several days, doctoring cuts and bruises received when he playfully tried to ride through the closed window of Tony McDuffy's saloon.

It is probably just as well for Jim to remain in his room, for Tony declares he will shoot him on sight for disturbing the quiet of his well-known place.

Of course we would all miss Jim, but Lassoville is as fond of a good funeral as any town of her size, and as she has not been called upon to attend one since the taking off of Long-haired Tom, she feels a hankering to bury someone.

As Lassoville has been in existence for a year, and has, thus far, only 24 saloons—at the rate of a saloon for every male citizen—the church question has not as yet been agitated; it was feared that Tom's body would be carried to the grave without a few remarks being made over it.

But Judge French showed his forgiving spirit by kindly offering to deliver an address. The judge's command of language and pathos was something wonderful, and there was hardly a dry eye in the room when he touchingly described how disappointed Tom must have been to die with his boots on.

It is certainly remarkable how much time some people waste gossiping. Lately a rumour got abroad that Colonel McDow, leader of the Lassoville 100, possessed two suits of clothes; and your correspondent, being fool enough to believe this, playfully chaffed the crowd whom he met in front of the "Last Blast."

Up to that time your correspondent was not aware that the colonel aspired to pugilistic honours, but he became intimately acquainted with the fact, and also that Colonel McDow had been slandered, long before the colonel finished wiping up the sidewalk with him.

The writer wishes now to state that he considers the colonel a gentleman in every respect, and that all reports of his possessing two suits of clothes are only the grossest falsehoods, originated by enemies who wish to ruin the reputation of a man who owns only an extra pair of overalls.—*Arkansas Traveller*.

#### UP TO SNUFF.

Pompane: "No, I am not a prohibitionist, but I hardly ever drink. My wife will tell you that I bought that pint of old rye last Christmas; and you see it is not one-fifth gone."

Experienced Friend: "Yes, I see. Where do you keep the other bottle?"—*Lippincott's Magazine*.

#### DANGEROUS FOES.

Cueley: "Play a game of billiards, sir?"  
Stranger: "Well, yes; but I must tell you I don't know anything about the game, and—"

Cueley: "Excuse me, then, if you please! It cost me five dollars to play with a man this morning who didn't know anything about it!"—*Boston News*.

# SEAFARING MEN SHOULD JOIN WITHOUT DELAY,

AT  
REDUCED ENTRANCE FEE,

## SAILORS' AND FIREMEN'S UNION

Great Britain, Ireland & other Nations.

Telegraphic Address: "AGITATORS, LONDON."

PRESIDENT:

**SAMUEL PLIMSOLL, Esq.**

HEAD OFFICE—19, Buckingham-st., Strand, W.C.

GENERAL SECRETARY—J. H. WILSON.

ASSISTANT SECRETARY—B. T. HALL.

Among the chief objects of this powerful Union are:—

- To obtain reasonable Hours of Duty, and maintain a fair rate of wages;
- To provide for the safety of Ship's Work;
- To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

**AARHUS.**—A. Nielsen, Agent, Office, 21, Nørregade.  
**ABERDEEN.**—Jas. C. Thompson, 49, Marischal-st., sec.; J. S. Watt, Esq., advocate, 7, King-st., law agent. Meet., in office—contributions, 7 p.m.; business, 8 p.m., Monday.  
**AMBLE.**—G. H. Guthrie, 1, George-street, via Ackington, sec.; John Mathews, Steamboat Inn, Amble Harbour, treasurer.  
**AMSTERDAM.**—H. Wienhuizen, Waterloo Plain, sec.  
**ARBROATH.**—J. Wood, 17, Ferry-street, Montrose.  
**ARDROSSAN.**—J. McMurray, Jun., 59, Glasgow-street.  
**ARKLOW.**—P. Bolger, Main-street.  
**AYR.**—C. Nielson, 52, Green-st., Newton.  
**BANFF.**—R. Barlow, Fife-street, agent.  
**BARROW-IN-FURNESS.**—E. Clayton, 21, Hindpool-rd. Meet., Monday, 7 p.m.  
**BARRY DOCK.**—J. Harrison, Kingsland-crescent, sec.; J. H. Jones, Esq., solicitor; Dr. Gore, medical officer, Barry-rd., Cadoston; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meet., Thursday, 7.30 p.m., at Barry Hotel.  
**BELFAST.**—P. Clibbett, 41, Queen-square, sec.; S. M. Shaw, assistant sec.; Jas. Newell, outside delegate. Meet., Thursday, 7.30 p.m., at office.  
**BERGEN.**—Johannesen, sec., Socialistisk Arbeider, Forening. Meeting, Wednesday, 8 p.m.  
**BIRKENHEAD.**—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Monday at 7.30.  
**BLYTH.**—George Cowie, 8, Stanley-st., sec.  
**BO'NESS.**—Charles Campbell, Albert-buildings, sec. Meeting, Monday, 7 p.m.  
**BOSTON.**—Mr. Symonds, Castle Tavern, Church-street, agent.  
**BRERMERHAVEN.**—F. Fintchens, Buergermeister Sinit Strasse, secretary.  
**BRISTOL.**—T. J. Dancy, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square treasurer; C. Jarman, delegate. Meet., Monday, 7.30, at Ship, Redcliff Hill.  
**BURKIE.**—John Calder, Baron's-lane, agent.  
**BURGHEAD.**—G. F. MacKenzie, merchant.  
**BURNTISLAND.**—J. Moodie, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.  
**CARDIFF.**—John Gardner, district secretary for Bristol Channel, West Bute-street; F. Wilson, Branch secretary; George Denning and Edward Holbeck, delegates; Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.  
**CONSTANTINOPLE.**—T. McKivitt, British Post Office.  
**COPENHAGEN.**—U. R. Czarnewsky, 11, Havnegade, secretary; H. Olsen, outside delegate. Meeting, Thursday, 7 p.m.  
**CORK.**—T. H. Clark, 14, Anderson's Quay, sec. Meetings, Monday and Friday, 5.30 p.m. A. Blake, Esq., Marlborough-st., solicitor.  
**CHRISTIANIA.**—Olaf Olsen, branch sec., 2, Raahsgaden. Meeting, Wednesday, 8 p.m.  
**DROGHEDA.**—R. Nugent, 15, Peter-street, agent. Meeting, Friday, 7.30 p.m.

**DUBLIN.**—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.  
**DUNBAR.**—J. W. Shaw, Bridge-street.  
**DUNDEE.**—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs Cowan & Dunbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.  
**DUNDALK.**—L. Evers, Quay-street, secretary. Meeting, Tuesday and Thursday.  
**FRASERBURGH.**—A. Noble, 27, Firthside-st., agent.  
**GABSTON (Sub-Branch).**—W. Wilkinson, agent, 8, St. Mary's-road.  
**GLASGOW.**—Robt. McBride, secretary, 15, James Watt-street; R. A. Rennie, Esq., law agent, 146, Regent-street; Messrs. Hillon, Baird, and Hill, outside delegates. Meeting first Tuesday every month, Lesser Hall Assembly Rooms, McLean-st., S.S., and second, third, and fourth Monday of every month in Good Templar Hall, 20, Bishop-street, Anderston. Telephone 3184.  
**GLASGOW (South Office).**—A. Thomson, assistant secretary, 18, Plantation-street. Office hours, 9 a.m. to 6 p.m., and till 2 p.m. Saturdays.  
**GLOUCESTER.**—A. E. Evans, 1, Raglan-terrace, Sudbrook, secretary.  
**GORLESTON.**—H. Randall, agent, "Old Commodore," High-st.  
**GOOLE.**—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec. Meetings, Tues. and Fri., 7.30.  
**GOTHENBURG.**—A. Bruce, secretary, No. 31, Stigbergsgatan.  
**GRANGEMOUTH.**—Edwin Cowie, 6, South Charlotte-st., sec. Wm. M. Anderson, Esq., Grange-st., solicitor.  
**GRAVESEND.**—John Degin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.  
**GRAYS.**—Wm. Wall 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.  
**GREAT GRIMSBY.**—Wm. Bennett, Unity House, 1, Kent-st., secretary; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.  
**GREAT YARMOUTH.**—Charles Swanbrow, 69, South Quay. Meeting at office Monday, 7.30 p.m.  
**GREENOCK.**—G. McNaught, 16, East India Breast.  
**HAMBURG.**—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.  
**HULL.**—T. Carr, Unity Hall, and Office, 11, Posterngate, secretary; A. Clark, and W. Brown, outside delegates; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall.  
**HULL "B" (Steam Trawl Engineers' Branch).**—J. G. Rannacles, 65, West Dock-avenue. Meeting, Monday and Thursday, 2 p.m.  
**INVERNESS.**—T. D. Rennie, 9, Ardcornell-terrace.  
**KING'S LYNN.**—C. W. Arnold, St. Ann-st., sec. Meeting, Monday, 8 p.m., at Royal Standard, County Court-road.  
**LEITH.**—James Brown, 15, Commercial-street (opposite Shipping Office), sec.; W. J. Haig Scott, Esq., S.S.C., solicitor; Gilbert Archer, Esq., J.P., treasurer. Meetings, Tuesday, 7.30 p.m., in Lifeboat Hall, Tolbooth Wynd, Leith. Telephone 555.  
**LERWICK.**—W. Spence, 23, Burgh-road.  
**LIMERICK.**—F. Reynolds, agent, 24, Windmill-st.  
**LIVERPOOL.**—H. R. Taunton, 8, Price-street, sec.; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, solicitor. Meeting, Monday, 7.30 p.m., at 8, Price-st. Telephone 2296.  
**Auditor.** W. Dickson, Esq., A.C.A., 25, Victoria-street; medical officer, A. Stookes, Esq., M.B., 1, Gt. George's-square.  
**LIVERPOOL.**—T. Connarty, 133, Derby-rd., Bootle, sec.; W. A. Tetlow, Esq. solicitor. Telephone 2674.  
**LIVERPOOL.**—John William McGovern, sec., 12, Boundary-st., North End, close to Shipping Office. Meeting, Wednesday, 7.30 p.m.  
**LONDON (Rotherhithe and Deptford Branch).**—J. Garvie, 31, Albion-street, Deptford, secretary. Meetings, Monday and Thursday, 7.30 p.m., at Chichester Tavern.  
**LONDON (Tower Hill).**—J. Donovan, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday, 8 p.m. Telephone, 11,167.  
**LONDON (Green's Home Branch).**—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; A. Palmer and P. Power, delegates; agent at Millwall, Chas. Wheeler; Dr. Hope, medical officer. Meeting, Tuesday, 8 p.m., School-room, Plimsoll-street, Poplar. Telephone 5213.  
**LONDON (Tug-Boat Branch).**—G. Donaldson, 10, Cold Harbour, Blackwall, secretary.  
**LONDON (Tidal Basin).**—F. Fowler, opposite Shipping Office, Tidal Basin, E., sec. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214.

**LOWESTOFT.**—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.  
**LONDONDERRY.**—A. O'Hea, secretary, Union Office, 99, Foyle-st. Meeting, Wednesday, 7.30 p.m.  
**MALMO.**—Axel Danielson, Nörregation No. 8b.  
**MALTA.**—F. W. Young, 35, Strada Miratore, Vittoriosa.  
**MARYPORT.**—F. F. Gant, Elliott yard, Senhouse-street, secretary. Meeting Monday, 7 p.m.  
**METHIL.**—Wm. Walker, Commercial-street.  
**MIDDLESBRO'.**—George Cathey, Robinson's Market Hotel, Market-place, sec.; Dr. Ellerton, 38, Gosford-st., medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; W. Gilchrist, 3, Hopper's-yard, Commercial-st., delegate. Meeting, Monday, 7 p.m., at Market Hotel committee, Thursday, at 7 p.m. Telephone, 5127.  
**MONTROSE.**—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.  
**NAIRN.**—A. M. Bochel, 14, Society-street.  
**NEWCASTLE-ON-TYNE.**—T. Dunn 5, Broad Chare Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, in office, 7 p.m.  
**NEWPORT (Mon.).**—F. Gilman, 31, Ruperra-st., sec.; Dr. Pratt, Ruperra-st., medical officer; Digby Powell, Esq., Dock-st., solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday, 7.30 p.m., Tradesmen's Hall, Hill-st.  
**NEWRY.**—James J. Conaghy, agent, 6, Edward-street. Meeting, Wednesday, 2 p.m., at N. U. of D. L. Hall, 45, Castle-street.  
**PENARTH.**—G. Tucker, 32, Dock-road.  
**PETERHEAD.**—Edward Buchan, 11, Port Henry-road, sec. Subscriptions every evening 6 to 9 p.m. Monthly meeting, U. P. Hall, first Thursday of month. Harbour Office, 16, Harbour-street. Secretary there Tuesday, Thursday, and Saturday, 2 to 4 p.m., other times at Town Office.  
**PLYMOUTH.**—F. Anderson, Trades Union Hall, Notte-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meeting, Tuesday, 7 p.m., at office.  
**PORT GLASGOW.**—G. McNaught, 16, East Ind's Breast, sec.  
**PORTSOY.**—J. Barlow, c/o Mr. Bannymann, School, Hendry-street, agent.  
**PORTSMOUTH.**—John Farquharson, secretary, 70, Charlotte-street, Landport.  
**ROTTERDAM.**—A. Rutherford, sec., 2, Wester Kade, near Sailors' Home and Shipping Office.  
**SEAHAM HARBOUR.**—Richard Raine, Duke of Wellington Hotel, Railway-street, South.  
**SHIELDS (South).**—D. Clement, Seamen's Union Hall, Coronation-st., sec.; J. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; R. Jacks, Esq., 72, King-st., solicitor. Meetings, Monday and Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary; E. Blanford, night watchman at waiting rooms, Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.  
**SHIELDS (North).**—Wm. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.  
**SOUTHAMPTON.**—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.  
**STOCKTON-ON-TES.**—E. Page, sec., Union Hotel Market-place.  
**STORNOWAY.**—J. Macaskill, secretary, 11, Point-street. Meeting first Tuesday in the month, in the office, at 8 p.m.  
**SUNDERLAND.**—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.  
**SWANSEA.**—T. Llewellyn, Colosseum Hotel, Wind-st.  
**WALLSEND.**—Septimus Johnson, 17, Third-street, Palmer's Buildings.  
**WATERFORD.**—J. Sullivan, 84, Quay.  
**WEST HARTLEPOOL.**—J. Leahy, Russell's Buildings; Meeting, Friday, at 7 p.m., at office.  
**WEXFORD.**—P. O. Dwyer, Main-street.  
**WICK AND THURSO.**—Henry Lyall, Saltown-street.  
**WICKLOW.**—Thomas Gregory, Main-street.  
**WHITBY.**—Paul Stamp, agent, Fleece Inn.  
**WHITSTABLE.**—Harbour-street, secretary; J. Tookey, Faversham, agent.  
**WHITEHAVEN.** } F. F. Gant, Maryport.  
**WORKINGTON.** }  
**YOUGHAL.**—J. Collins, Browne-street.



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UNITED MACHINISTS,**  
ETC., ETC.,

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**SAILORS' AND FIREMEN'S UNION  
NOTICES.****BRANCH NOTICES**

Which are intended for insertion in SEAFARING must be paid for at the rate of 2s. 6d. each, the money (payable to A. Cowie) to accompany the advertisements. When such advertisements are not accompanied by that remittance, they will be charged to the Branch sending them at the rate of 5s. each per week.

**NOTICE TO MEMBERS.**

Any members who may be passing Malta or Constantinople, and having any complaints to make as to ill-treatment, bad provisions, or unseaworthy ships, are requested to communicate with the Union representatives at these ports, viz., Mr. Thomas McKeivitt, British Post Office, Constantinople, or Mr. F. W. Young, 35, Strada Miratore Vittoriosa, Malta. Members are also requested to carry their Union cards, or a letter from their Branch Secretaries.—By order, J. H. WILSON, General Secretary.

**LIVERPOOL (No. 1 Branch.)**

**NOTICE TO MEMBERS.**—On and after Thursday, February 4, the meeting night of the Liverpool No. 1 Branch will be Thursday in each week at 7.30 p.m., instead of Monday, as hitherto.—By order of the Committee.

**BLYTH BRANCH.**

Union sailors and firemen are wanted here.

(For continuation of Notices see page 15.)

**IN THE GOODS OF****BRIAN BRADLEY,**

Formerly of Sea Bank, Strand Road, Merriem, and late of Sallymount Terrace, Leeson Park, both in the County of Dublin, deceased.

**INFORMATION WANTED** of the whereabouts of JAMES BRADLEY, Master Mariner, nephew of the deceased, and if dead the names and addresses of his next of kin.

Dated this 30th December, 1891.

J. V. MURPHY, Solicitor,  
11, Hume Street, Dublin.

**Seafaring.**

SATURDAY, JANUARY 9, 1892.

**EXPOSURE AND CONFESSION.**

The Shipping Federation is once more dangling its bait of an insurance scheme before seamen. Such seamen as have seen our exposures of this audacious dodge need not be reminded of its real character. But as some of the readers of the present issue of SEAFARING may have been absent at sea when those exposures were made, it may be well to repeat that Dr. Hunter, M.P., an authority on insurance, has written:—

The terms of the scheme are as follows:—Every man who takes out a shilling Federation ticket will, without further payment, be entitled, if killed or lost in sea service, to an insurance of £25 for a seaman, £50 for a mate or engineer, £100 for a first engineer or captain. If any Federation ship goes down with all hands, this money will be paid to their legal representatives. A return has just been issued, to which, as it bears on the subject, we direct the attention of the Union. It shows that during the three years ending 1889 there were on the average 202,000 seamen employed every year. Of these 1,800 in each year would have been entitled to benefit under this insurance scheme. The shilling tickets we estimate would yield a revenue of £10,000 a year, and £25 a-head for every man killed or drowned on duty would absorb £45,000 a year. So that, without reckoning, say, £5,000 besides for the officers, we reach the conclusion that the Shipping Federation insurance scheme is one to pay £45,000 a year out of an income of £10,000. This is not business, unless, of course, the whole thing is meant as a trick to break up the Union. Then the loss of £25,000 or £30,000 a year would be made up by cutting down the men's wages, which it might be possible to do when the machinery of their strike movements had been paralysed.

In other words, it is all a dodge to smash the Union, so as to lower wages, witness the following confessions by shipowners' papers. Says the *Journal of Commerce*:—"THE SHIPPING FEDERATION HAVE STARTED AN INSURANCE SCHEME TO STRENGTHEN THE HANDS OF THE SHIPOWNERS IN THE STRUGGLE THEY HAVE BEEN CARRYING ON WITH THE UNIONISTS, AND, AT THE SAME TIME, TO LEAD TO A CONVICTION THAT THEY HAVE THE INTERESTS OF THE MEN AT HEART." The same paper adds that if the cost "WILL BREAK UP THE UNION RING, AND PLACE WAGES ON THEIR PROPER (THE OLD STARVATION) FOOTING, THE EXPENDITURE WILL BE VERY CHEAP."

In other words, the £30,000 will be made up by reducing seamen's wages if the Union be smashed. So *Fairplay* is also clearly of opinion, saying that the scheme's "EFFECT ON THE RELATIONS BETWEEN EMPLOYERS AND EMPLOYED, AND IN FAVOURABLY INFLUENCING PUBLIC OPINION TOWARDS THE SHIPPING INTEREST, WILL REPAY THE FEDERATED SHIPOWNERS MANY TIMES OVER FOR THE EXPENSE OF CARRYING OUT THE PROJECT."

After these confessions on the part of the shipowners' papers, nothing more need be added by way of exposure.

**SEAMEN AND LEGISLATION.**

Mr. Leng, M.P. for Dundee, has more than once shown that he has a warm corner in his heart for poor Jack. From his speech to the sailors last Monday it appears that he is the son of a sailor, which may help to account for his sympathy. To that speech we have given unusual prominence and space, as it will not only serve to cheer as well as to instruct seamen, but ought to help to enlighten some of Mr. Leng's benighted brother legislators, who know little and care less about the seaman's needs. That all the Bills approved by the last annual meeting of the Seamen's Union ought to be at once passed into law more or less as they stand seamen generally are convinced. But what Parliament ought to do, and what it is likely to do, are two very different things indeed. Mr. Leng, from experience, ought to know something of Parliament, and when he tells the seamen, as he has just done, that it is too much to expect all the nine Bills to pass next Session, his opinion will probably be shared by other old Parliamentary hands, including Mr. Plimsoll himself, who last year cautioned the seamen against expecting too much. Considering how many years of hard fighting it has taken to obtain even such meagre instalments of justice as the seamen have yet wrung from grudging Governments, we are warned against being too sanguine, and at the same time shown the necessity of increased effort to push forward legislation. Mr. Plimsoll, Mr. Wilson, and the Union generally, are no doubt working hard for the seamen, and they have a few friends in Parliament. But what are these to the solid—and stolid—phalanx of ignorance, stupidity, selfishness, unscrupulous capitalists, parasite papers, and parasite pulpits arrayed against justice? Nothing in the end—

When some names shall live but in History's curse,  
When truth shall be heard, and the lords of to-day  
Are forgotten as fools, or remembered as worse.

But there must be many more victims to the present system before that time comes, and the more apathetic the seamen the more victims there will be.

Who would be free themselves, must strike the blow.

What the seamen have to do is to let public and Parliament see, by unanimous and unmistakable evidence, that they themselves are determined on redress. This can only be obtained by combining as one man, and demanding as with one voice the justice so long withheld.

**FISHERMEN'S GRIEVANCES.**

What is the National Federation of Fishermen doing? Outside Hull and Grimsby few people seem to know. Started considerably over a year ago, the Federation, had it succeeded in establishing branches in all the chief fishing ports, ought by this time to have had some evidence of substantial progress to show in the shape of useful work done to better the fishermen's condition. Such work it may be attempting, but if it is accomplishing it, one would think the general public would be made aware of the fact. How-

ever that may be, here we have a report to the effect that there has just been held a large and representative meeting of Grimsby fishermen to consider the owners' replies to their various grievances. It seems expressions of dissent were heard as the replies were read, and the following resolutions were unanimously adopted:—(1.) "That this mass meeting of fishermen expresses its regret at the outcome of their two years' deliberations with the employers, and is of opinion that, if the employers really wish to show that they have any consideration for their employees, they will reconsider their final decision, and give concessions that can be grasped and known." (2.) "That this mass meeting of fishermen express their confidence in the action by their officials and committees, and pledge themselves to work shoulder to shoulder in the endeavour to obtain concessions from the employers worthy of their consideration, and not to rest satisfied until the fishermen of Grimsby sail on as good terms, and under as fair conditions, as the fishermen of any other port." (3.) "That this meeting of fishermen living in and sailing out of the port of Grimsby ask the owners of steam-fishing vessels and the smack-owners that they, having to pay for provisions, coals, and ice, shall be permitted to get them in the cheapest market." These resolutions cannot be said to err in the direction of asking too much. On the contrary, it is amazing, for instance, to find that so modest a request as that embodied in the last resolution should not have been granted long before now, and it says much for the confidence of the fishermen in their officials that after such protracted and fruitless efforts that confidence should remain unshaken. As the fishermen should be the best judges on that score, we have no wish to imply that their confidence is at all misplaced, but the result of the efforts referred to having proved so disappointing to the fishermen, the question cannot but be asked, have they gone the right way to work to obtain the remedies for which they ask? Has a wise policy been pursued? Are the fishermen as united and unanimous as they should be? If so, it is difficult to understand how it is that they have not been able to compel attention to their just demands, however opposed to them the employers may have been. That at the present day the fishermen should have to ask for freedom to buy their stores at such establishments as suit them best seems almost incredible. Yet we are assured that such freedom is denied to the Grimsby fishermen, whose employers, not content with making a profit on their labour out of the fish, insist on making another profit on the fisherman's daily needs by compelling him to deal only at such stores as the employers have an interest in. Grimsby is not the only place where this state of serfdom exists. But it is none the less wrong and deplorable for that. No doubt the employers have something to say in its defence. But nothing that they could say would stop the storm of condemnation that would arise and sweep the obnoxious system away were public opinion sufficiently aroused on the subject. That could be accomplished were the fishermen organised in a really National Union, with Branches at all the necessary ports, like the Sailors and Firemen, helped with some of the go of that Union, and federated with it and the other combinations of working men connected with shipping.

## NAUTICAL NEWS.

THE yellow fever, according to passengers who have arrived at Bordeaux, is still very prevalent in Brazil, especially at Santos. Numerous deaths are reported daily.

MR. CHARLES DIBDIN, secretary of the Royal National Lifeboat Institution, is to be shortly married to Miss Annie Rawlinson Ross, second daughter of Major-General F. T. Ross.

WILLIAM ZAMPERLEEN, a Prussian sailor, was charged, Jan. 6, at Thames Police-court, with murdering an English seaman, named Swain, outside Millwall Docks. He was again remanded.

THE outbreak of influenza on board H.M.S. *Dreadnought*, at Salonica, has rapidly spread in that vessel. One hundred and fifty hands are down with it now, and men are going on the list at all hours.

MR. F. R. LEYLAND, principal partner in the well-known shipping firm of F. Leyland & Co., died suddenly in a train on Monday night between the Mansion House and Blackfriars Stations, London.

AN inquest was held at Liverpool on Saturday on James Farley, watchman on board the steamer *Australian*, lying in dock, who had got crushed between the ship and the quay. Verdict, "Accidental death."

AT Swansea, William Smith, seaman, who was charged on remand with causing the death of William Morgan, by shooting him with a revolver at a public-house early in December last, has been committed for trial.

THE Nicaragua Canal project has been heartily endorsed by the New York Chamber of Commerce and recommended to the support of the American people. A committee has been appointed to act on behalf of the Chamber.

AT a crowded meeting in Folkestone, at which the Mayor and several aldermen were present, silver medals have been presented, on behalf of Sir E. Watkin, to each member of the crew of the lifeboat who rescued the crew of the *Benvenue*.

A BILL has been introduced in the United States Senate for the construction of a new ship canal on the American side of Niagara Falls. The canal is to allow of the passage of merchant and war vessels between Lake Ontario and Lake Erie without recourse to the Welland Canal in British territory.

MESSRS. ISMAY, IMBIE & Co. inform friends of the retirement, after forty years' business life, of their senior partner, Mr. Thomas Henry Ismay, who was not only the founder of the firm, but also of the White Star Line. Mr. Ismay retains his full interest in the company, of which he will continue to act as chairman.

ON arriving at Holyhead on Tuesday morning, Captain Dobson, of the North-Western steamer *Eleanor*, from Greenore, reported that when leaving the latter place a deck passenger jumped overboard. The steamer was stopped and a boat lowered. The passenger was not seen by the boat's crew, although a protracted search was made.

AT Sandgate, Jan. 5, Captain Smithies, on behalf of the National Lifeboat Institution, presented Coastguardsmen Hennessey and Sadler with the silver medal of the Society for gallant services rendered as first and second coxswains of the Sandgate and Hythe lifeboat while rescuing 17 of the crew of the *Benvenue* during a terrific gale on Nov. 11.

THE Bethel belonging to the Seamen's Christian Friend Society, close to the London Docks, was crowded on the evening of New Year's Day with sailors of every class and colour. After an excellent tea a public meeting was held in the chapel, when it was stated that this was the last New Year's Festival that would be held in the Seamen's Chapel, as it was about to be demolished to make way for more commodious premises to carry on the society's work. A distribution of woollen goods took place, each man receiving a parcel containing a comforter, jersey, or helmet, with smaller articles. An overflow meeting was also held.

AT Thames Police Court, Jan. 4, two seamen, named James McCulloch and John Stephenson, were charged, on remand, with obtaining food, money, and clothes from Max Michaloski, a boarding-house keeper, by fraud. It was stated that prisoners went to prosecutor and stated that they were to be paid off the following day, and had each to receive upwards of £14. They agreed to stay with the prosecutor, who, believing their statement, let them have food, new clothes, and money. The prisoners then went away, and it was afterwards found that they had previously requested the Board of Trade officials to send their money, which amounted to about £11 each, to Greenock, at which place they were arrested. The magistrate committed the prisoners for trial.

## ASSOCIATED SHIPWRIGHTS' SOCIETY.

This week we regret to see the correspondence by Mr. Welsford, of the Ship Constructive Association, on the one side, and certain members of the Associated Shipwrights' Society, continued in a way that bodes little good to either.

If the two Societies are to be cemented, conciliation must be the policy on both sides, but that cannot be carried out if correspondents lose their temper and indulge in recrimination.

Only the opponents of combination on the part of the men concerned can gain by such quarrels. It is so easy to say in a few moments enough to create bitterness destined to last for years, that we must ask our correspondents to bear all this in mind, and keep their tempers under control.

As both parties to the dispute avow that their object is to promote harmony between the two organisations, that surely cannot be difficult to accomplish.

It would, of course, have been possible for us to nip the dispute in the bud at the very outset. But our view is that when two parties have a common ground of interest, but cannot quite agree as to a common policy, agreement is more likely to be reached by allowing full and free discussion than by burking it, only such discussion must be conducted with perfect good temper, and without imputing unworthy motives to those who do not agree with you. If you cannot convince them by argument, you certainly will not convince them by abuse.

Mr. Welsford cannot say that we have denied him the opportunity to state his views. But in the two long letters which we have published from him, we fail to find any good reason why he has not come to closer relations with the Associated Shipwrights. If both Mr. Wilkie and he, as well as the members of both Societies, are agreed as to amalgamation or assimilation, why is the thing not done? One more word on this subject. Abuse is not argument, and correspondents who wish to have their letters published in these columns must stick to facts and arguments.

The President of the Chatham Branch writes:—I read with regret in SEAFARING the indignities that the skilled shipwrights have to suffer in the navy. But how can they, any more than any other body of men, expect to have their grievances redressed without paying for it or becoming organised? Why don't they follow the example shown them by the organised mechanics on the same ship—the artificers? Those men do not suffer such indignities. The skilled shipwrights must first learn to support themselves, then they will be supported. Let them join the Union, and the Union will support them. Let them remember the motto, "United we stand, divided we fall."

The quarterly meeting of the Chatham Branch took place on Dec. 31, Mr. Brabyn in the chair. Minutes and correspondence



being read and passed, the secretary next read the balance-sheet, which showed a very satisfactory state of affairs. Mr. Holding, auditor, in giving his report, congratulated the members on the satisfactory progress of our Branch, and wound up by saying he thought there ought to be means whereby the taking of contributions could be facilitated. Mr. Conning, auditor, also gave a satisfactory account of the books, and on the proposition of Bro. Chapter, seconded by Bro. Westland, the balance-sheet was carried amid applause. The election of officers was next proceeded with, there being nominated for secretary Messrs. Butler, E. J. J. M. Holding, Reynolds and Morgan, the voting being by ballot. On the first vote, Messrs. Reynolds and Holding were thrown out. The second vote gave Mr. Morgan a majority of 4. Mr. Conning was elected check-book keeper. Messrs. Cowling and Wotton were elected on the committee, Mr. A. May being defeated by the small majority of one. A vote of thanks to the retiring officers brought the meeting to a close.

A Chatham correspondent writes:—I see in your last issue a letter from the secretary of the Ship Constructive Association. I might state for his information whether or not the Portsmouth Branch have power to assimilate with us. The secretary of the Chatham Branch of the Ship Constructive Association, after hearing the condition of the assimilation from the officers of the Associated Shipwrights' Society, moved the following resolution:—That we tender our best thanks to the local Executive of the Associated Shipwrights' Society for their explanation, and that we use our best endeavours to get the Ship Constructive members to join in a body the Associated Shipwrights' Society. This was seconded by the financial secretary, and carried *nem. con.* The Chatham men seem to have the power and the inclination.

"The Devonport secretary goes on to say that they are simply carrying out their part of the agreement entered into with the Associated Shipwrights' Society at the conference held in London. The letter of Mr. Welsford does not appear in my judgment to be a letter from a man anxious for cementing. Quite the contrary. Has he himself carried out the resolution referred to? I am afraid not. Probably he is content with the arguments generally used by a class of dockyard men—What benefit is it to me to join the Associated Shipwrights' Society—I am established and my bread is buttered. So much for Mr. Welsford's cementing. Mr. Welsford goes on to say a few individuals who have joined the Associated Shipwrights' Society have been so mean as to sever their connection with the Ship Constructive Association. Surely he cannot call it meanness when they, by contributing a trifle per week, can retain their connection, more especially if Mr. Welsford is successful in persuading people that by retaining their connection it will secure them from 1s. to 3s. per week. It is undoubtedly a sound investment, particularly the portions above referred to."

Under date Jan. 4, a correspondent signing himself "A Member of the S. C. A. and A. S. S., Devonport," writes:—"Mr. Welsford in his letter of the 2nd, says, 'The Portsmouth Branch of the Ship Con-

structive Association has no power, neither have they the inclination, to assimilate without the consent of the other Branches of the various dockyards, etc. Those remarks apply equally to the Devonport Branch.' I should like to know how long it will be before the other dockyard Branches will consent to assimilate? Following these remarks, Mr. Welsford finds a resolution which was put and carried unanimously, at a meeting at which the whole of the Executive and committee of the Associated Society of Shipwrights were present, and it ran thus, 'That this meeting is of opinion that it is desirable to do all in their power to strengthen the A. S. S., but, at the same time,' etc. Now, Sir, I should like to ask Mr. Welsford and the other officials of the S. C. A., if they are really doing their best to strengthen the A. S. S.? I take it that to strengthen the A. S. S. would mean to join ourselves, and to get others to join, etc. But what do we find? This, that only one of the officials of the S. C. A. has joined the A. S. S., and from what Mr. Welsford has been saying I cannot think he is endeavouring to strengthen the A. S. S. He says, 'The assimilation fee will be lowered.' Who is his authority? Not Mr. Wilkie, for Mr. Wilkie has told us so. Now, Sir, I contend that such a remark from a person such as Mr. Welsford is most damaging to the Associated Society, for it must keep many from joining now who are waiting to see the assimilation fee lowered, and hence may not join at all. I do hope Mr. Welsford will be more careful of what he is saying for the sake of both the S. C. A. and the A. S. S., for I feel sure such remarks are the means of causing several men to sever their connection with the S. C. A., an Association which has undoubtedly done its work. But we want more; and how are we to get it? By uniting with our fellow men in the United Kingdom, thereby obtaining their sympathy, and not their hatred. Mr. Welsford speaks of the 1s. and 3s. rise the men have got. Now I would ask Mr. Welsford if the wages shipwrights were getting outside was not a big factor in our petition, and also how these men get so much money? Why, through their Trades Union. Then, on these grounds, I think it behoves every man to uphold substantially such Unions, and not hang fire because he thinks the assimilation fee is too large—a sum which certainly ought not to keep a man who is in constant employment from launching out for the benefit of his trade and family.

The secretary of the Portsmouth Branch writes:—"It appears by Mr. Welsford's letter that I have roused the lion at Devonport by my letter of the 19th of December last. He says I have made incorrect statements (not wilfully) about the decision of the meeting he refers to. He remarks that the Portsmouth Branch of S. C. A. has no power nor inclination to assimilate with us. Allow me to point out to Mr. Welsford that the Portsmouth Branch of the S. C. A. can do what they deem most essential to their interest without the sanction of our friend or any other person. Had it been registered or even their funds consolidated, then Mr. Welsford might object to their assimilation, but at the present time he is powerless, however much he would wish his sentiment adhered to. Therefore he is trying to make wrong impressions on the members. I fail to see where I have incorrectly stated

anything. Mr. Welsford admits of there being a meeting held, but does not agree with my definition of its decision. What I stated first I again repeat. The meeting was explicitly called for the purpose of considering the scheme proposed by the A. S. S., and Messrs. Dagwell and Stanford, secretary and treasurer respectively of the S. C. A., were there in their official capacity, and supported the same. Mr. Welsford also seems to be at a loss about the object of the meeting. He says it is only loyally carrying out the proposition of the conference held in London in February last. Such was not the case, Sir, but simply for the purpose above referred to, and, therefore, in accordance with the purport of the notable letter of Dec. 19 last. Again, supposing for argument sake such was the case, is there any necessity for the action of Mr. Welsford in trying to widen the already existing chasm between us? I say no, Sir,—a thousand times no! If he had the resolution at heart he refers to, I think he would not have challenged my statements, but would have congratulated us on our success. I see he attributes to some of our brothers the name of being mean, because of their severing their connection with the S. C. A. Are they not equally justified in their action, the same as Mr. Welsford is in trying to sever the good feelings that exist between us and the members of the S. C. A. in Portsmouth? He also says that the S. C. A. has been the means of putting from 1s to 3s. per week in their pockets. How that can be I fail to see. Will he recall to his memory the fact that for this past 16 or 17 years we have been petitioning for an advance, and without avail, until our worthy and esteemed friend, Mr. C. Fenwick, brought the matter under the notice of the First Lord of the Admiralty, and not until then was there any notice taken of our petition. Again, if he will only take the trouble to peruse the speech made by Mr. Forwood at Liverpool last year, he would find that the hon. gentleman stated that he had been comparing dockyard workmen with those in outside private firms, and he found they were paid considerably below the average. Now, Sir, is that Trade Union effort or not? To the least rational man it must appear such, much less our friend Mr. Welsford. Now, who is it that is making incorrect statements? I agree with the remark that in the New Year we should find ourselves pulling together for the common good of our trade, and to that statement I must solemnly direct Mr. Welsford's attention, and implore of him not to introduce any schisms into our ranks, but, as our Plymouth correspondent put it, leave off preaching and begin practising instead. Now such an opportunity affords itself of showing his zeal and earnestness for his trade, let us hope that this kind of business may cease in SEAFARING. It was never intended that its columns should be employed in waging war in our own ranks, but to ventilate our grievances with a view of getting them redressed."

Mr. Welsford, secretary Ship Constructive Association, Devonport, writes, Jan. 4:—"If your Plymouth correspondent had awaited the publication of my letter before rushing into print, I don't think he would have been guilty of making false statements. As the charge he makes affects the 900 members of the Association which I have the honour to represent, I feel bound to answer it, as I

am sure the shipwrights of the Royal dockyards do not desire to have such an impression created among their fellow workmen throughout the country as being guilty of breaking their promises. Your correspondent says, 'I think I can explain what their relations ought to have been long before this.' He says, 'I think.' What a pity he was not sure before he put pen to paper. He says, 'They pledged themselves to a man at a mass meeting more than three months ago to assimilate with the A. S. S.' Now, I will give you the resolution to which he refers, and which was proposed by the chairman, and seconded by the vice-chairman, of the Devonport Branch of the A. S. S., and carried unanimously by a meeting of over 600 dockyard shipwrights, held on Sept. 29 last, and I should mention that the same resolution had been previously passed at crowded meetings held at Chatham, Sheerness, and Portsmouth, and was framed in connection with the agitation against the classification scheme recently introduced into the Royal dockyards. The resolution was as follows:—

'That this meeting affirms the necessity of a more thorough organisation among dockyard shipwrights, with a view to systematically and persistently ventilating their grievances to secure their removal.' How any sane man can by any stretch of imagination construe this into a resolution pledging the S. C. A. to assimilate with the A. S. S. I cannot imagine. With regard to the attack he has made on me, I am quite content to leave judgment of that in the hands of the 4,000 shipwrights of Her Majesty's dockyards, the majority of whom know far better than your correspondent whether any promises that I make are likely to be carried out or not. But it is not time to cease those petty jealousies of one Society against another, and try to work together for our mutual advantage? I would desire to impress upon your correspondent the necessity of trying to carry out the sound advice given by the general secretary of the Society, Mr. A. Wilkie, when he said at the conference, 'I mentioned in my last letter, that the members of the A. S. S. must attend the meetings of the S. C. A. and try to convince them by moral persuasion of the necessity of joining the A. S. S.' He also pointed out that 2,000 established men were not to be driven into joining a Society against their will, nor without careful consideration. From my knowledge of Mr. Wilkie, I believe he can see much further ahead than your correspondent, and I also believe that if the members of his Society follow his advice on this question, that they will eventually reap their reward. Wishing you, Sir, and our brother shipmates throughout the country A Happy New Year,—I remain, your truly,

"W. WELSFORD."

A mass meeting of several hundred workmen, said to comprise all the trades engaged in shipbuilding, was held last Wednesday night at Sunderland, to consider the eight hours' scheme. Two propositions were submitted. The first—that the men start at 7 o'clock and finish at 5 all the year round—was unfavourably received, in view of dark mornings in the winter. The second proposition, which was carried almost unanimously, was to the effect that, for 34 weeks in the summer, work commence at half-past 6, and for 17 weeks in winter at 8 in the morning, to finish at 5 all the year round. The decision will be communicated to the Conciliation Board.

## SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

### LONDON DISTRICT.

Good business has been done by all the London Branches this week.

The crew of the *s.s. Norham Castle* have handed, through Mr. D. Latham, the sum of £5 12s. 6d. to the secretary of Green's Home Branch on account of the Plimsoll Testimonial Fund.

The usual weekly meeting of the Green's Home Branch was held at Plimsoll-street Hall, Poplar, on Tuesday evening, the 5th inst., Mr. J. Steele in the chair. The minutes of last week were confirmed, together with the weekly cash returns, and new members elected. Correspondence was read from Federation of Trades re special meeting of district committee and Executive, to be held on the 6th and 7th inst. respectively, from Mr. B. T. Hall, from the Midland Railway, and Mr. Bennett, Grimsby, re the late Mr. H. Brown, boatswain of the *s.s. Argo*, who was drowned on New Year's Day. Mr. J. Steele was appointed to act during Mr. Whitehead's illness as a delegate on the district committee of Federated Trades. The secretary's quarterly report and balance-sheet for the term ending Dec 31 was read, and on the motion of Messrs. Curtis and Wheeler, the election of auditors stood over till next meeting. A vote of thanks was accorded to Mr. D. Latham, for services rendered as ships' delegate. The secretary's presence being required at a meeting of the Poplar Labour Election Committee, on the motion of Mr. Crickmore, Mr. Mercer's absence from this meeting was justified and confirmed.

At a meeting of the London District of the Federated Trades, held last week, the following programme was drawn up, to be agreed to by candidates for the County Council before the Federation shall support them. 1. Trade Union rate of wages for all employes. 2. An eight hour day for all employes. 3. All holidays of employes to be paid for. 4. One day's rest in seven. 5. Complete freedom for the employes to combine. 6. Abolition of overtime except in cases of absolute urgency and necessity. 7. Direct employment of labour wherever possible. 8. No tender to be accepted from any firm in those trades where a Union exists, unless Trade Unionists are employed, nor unless the recognised Trades Union rate of wages are paid, and the recognised Trades Union hours are worked. 9. Abolition of all sub-letting of contracts. 10. In all schemes requiring the sanction of Parliament in London, the insertion of a clause providing for the limitation of hours of employes to eight per day. 11. The establishment out of the rates of a Trades Hall, similar to the Bourse du Travail. 12. The establishment of works and workshops to which a man, when unemployed, can apply and get work, in return for which he shall receive a fair remuneration. 13. Demand that the control of the Metropolitan Police in London shall be vested in the County Council. 14. Demand the acquisition of the markets without payment of compensation for any so-called "personal rights" or "vested interests." 15. The acquisition of the tramways as the existing leases fall in, at value of plant, and a demand to Parliament for powers to directly work the tramways without the intervention of any middleman. 16. Powers for the acquisition of the gasworks, buses, and cabs at value of plant, to be worked direct by the Council in the interests of the public, instead of for the profit of the individual employer. 17. The control of the docks by a public trust, on which workers in the dock shall have a fair representation. 18. The acquisition of the plant of existing water companies at valuation, and powers to establish competing supplies if necessary. 19. The public control by the Council and specially elected Board, of all hospitals, asylums, and dispensaries, to be supported from the rates, where necessary, after the present endowments have been utilised. 20. The establishment of a central Poor Law Board, elected on the "County Council" Franchise, to replace the present Boards of Guardians. 21. The establishment of District Councils in connection with the County Council, elected on the "County Council" Franchise, to take the place of the existing vestries and District Boards. 22. The absorption of the City Corporation in the present County Council, and the utilisation for useful public purposes, of the "Peoples' money," now held by the City Livery Companies. 23. The erection and maintenance by the County Council itself of artisans' dwellings and common lodging-houses, to be let at rentals sufficient only to cover expenses. 24. The more efficient cleaning

and lighting of the streets in the working class districts. 25. The permanent provision of music in all open spaces in summer, and the establishment and control by the Council of concert halls, to provide good music either free or at a nominal sum. 26. Prevent the sale of all lands at present, or at any future time, possessed by the County Council. 27. Equalisation of rates over the whole metropolis. 28. Taxation of land values, rating of unoccupied houses and vacant land, special rating of property benefited by public improvements, and the absorption of the unearned increment by a municipal death duty.

Mr. J. H. Wilson, general secretary and Parliamentary candidate for Deptford, was announced to lecture on Monday night at the Newington Reform Club, Manor-place, on "Our Sailors' Life at Sea." On taking the chair, however, Mr. H. M. Warner said he regretted to announce that Mr. Wilson was unable to be present. He (Mr. Wilson) was just recovering from a serious illness, and it was felt that it would be risking a very valuable life for him to come out in such inclement weather. In this emergency, Mr. B. T. Hall, of the same Union, had kindly consented to take Mr. Wilson's place. Mr. Hall, previous to explaining the series of views which should have accompanied Mr. Wilson's lecture, said that on Sunday week that gentleman's life was almost despaired of. He was now, however, able to leave his room, but looking to the value of his services, he (Mr. Hall) felt sure that the audience, disappointed though they must be, would excuse his absence on this occasion. A series of dissolving views, illustrating the progress of shipbuilding from the coracles of the ancient Britons to the present day, and showing the conditions of life on board, were then described by Mr. Hall, who was, however, careful to disclaim any practical experience in the matter.

Last Tuesday night, at the Co-operative Hall, Brunswick-road, Poplar, a meeting of delegates, representing forty-three trade unions, was held to further consider the question of labour representation in Poplar at the forthcoming elections. Mr. A. Brown (Gas-workers' Union) presided. Mr. Alfred Graham (secretary of the Poplar Labour Election Committee) read letters from Mr. Clem Edwards (secretary of the Federation of Trade and Labour Unions), Mr. C. F. Baum (London Trades Council Labour Representation League), expressing willingness to co-operate with the committee. Mr. A. Mercer (secretary Sailors' and Firemen's Union), who attended as the representative of the Federation of Trade and Labour Unions, said that it was the intention of that organisation to support the movement in Poplar. After discussion an Executive Committee of nine was elected, three seats being left vacant, to be filled by two representatives of the Federated Trades and one representative of the London Trades Council Labour Representation League. On the motion of Mr. Crooks (Coopers' Union), seconded by Mr. Godfrey (Dockers' Union), it was resolved: "That every trade in the district of Poplar be invited to nominate a candidate to stand for the next County Council election, and to submit such nominations to a special delegate meeting for final selection, and that the selected candidate, if elected to the County Council, be paid a fair remuneration for his services."

With reference to the so-called benefit scheme of the Shipping Federation, Mr. J. H. Wilson, the secretary of the Sailors' and Firemen's Union, wrote to Mr. G. A. Laws, the secretary of the Shipping Federation, as follows:—"I am instructed by the Executive Council of this Union to ask if the Shipping Federation will receive a deputation consisting of delegates representing railway men, dockers, coal trimmers, coal porters, gas-workers, and other trades, in order to discuss the question of the Federation ticket, as we understand from the instructions sent out that in future it is your intention to enforce the parchment ticket, and give preference of employment to men holding it, for which 1s. will be charged. I may here state for the information of your Council that we have no objection to the present scheme, and if seamen have a desire to avail themselves of it we shall place no obstacles in their way, nor do we object to our members being compelled to pay for it. Therefore, in order to avoid a misunderstanding, we are desirous that a conference should take place." To this letter Mr. Laws has replied as follows:—"In reply to your letter, I am able to inform you that your statement in it concerning the parchment tickets is not correct, and that no such instructions as those referred to have been issued from this office." With reference to Mr. Laws's statement, the following is Rule 13 of the new benefit scheme:—"Masters, certificated officers, engineers, and others, being holders of benefit certificates, and having the power and duty of engaging crews, shall, with a view of encouraging the employment of good, steady, and reliable men,



engage, through the district registrars, crews holding registry certificates, *preference being given to seamen holding benefit certificates.* If it be proved to the satisfaction of any district committee that any such officer has neglected or broken this rule, then his or their benefit certificate or certificates shall become void, and any claim or claims thereunder shall be invalid."

Tidal Basin Branch held its usual weekly meeting on Friday, Jan. 1, Bro. A. McAllister in the chair, when 11 new members were admitted, and the minutes and financial statement were accepted. A complaint was heard with reference to the Boiler Sealers' Union, but the decision was left to a larger meeting. The week's correspondence was then read out, which included letters from several Branches. Bro. Russell's card was put before the meeting to be cleared up. It was resolved that he come before the committee meeting. Bro. Gregory, a member of the Hull Branch, then spoke a few words in reference to the ship delegates' cards, which his Branch have adopted, he remarking that when they arrived in this port the coal porters would not start to coal their ships until they found out whether the crew were Union men or not. He, being the ships' delegate, was able to speak for the whole of the crew being fully paid-up members of the Union. It was then proposed by Bro. Pottin, seconded by Bro. Chapman, that we highly approve of the ships' delegates' cards, and that we follow the example of the Hull Branch and adopt them, and that we pass a hearty vote of thanks to Bro. Gregory for his visit and his explanation of the cards. This was put to the meeting, and carried unanimously.

#### MERSEY DISTRICT.

There was no meeting of the Liverpool No. 1 Branch on Monday, the 28th ult. A committee meeting was held on Dec. 31, Mr. A. J. Candler in the chair. There were present Messrs. E. Hall, W. Austin, F. Fitzpatrick, W. Allen, and B. Crofton. After scrutineers had been appointed, the ballot box was opened, and the result of the voting for two delegates was: Noble 53, Garrett 46, Flay 24, whereupon the chairman declared Messrs. Garrett and Noble duly elected. A complaint from the engineer of the s.s. *Ousel* against one of our members for misconduct was next dealt with. After hearing the letter from the engineer to the secretary of the branch, and Mr. Noble's remarks on the facts of the matter, a member moved that he be fined £1, which was seconded. Another member moved an amendment that the fine be 10s., to be paid within three months, or to be treated as arrears of contributions. The amendment was carried. After some discussion *pro* and *con*, the Committee passed a resolution as follows: "That the meeting might be altered to Thursday in each week, such alteration to come into force on the first Thursday in February, to meet the greater convenience of the members." Christmas boxes to various postmen, &c., were ordered to be paid. Resolutions for the ex-Council were next dealt with, and after disposing of these the Branch Committee appointed Mr. A. Flay (whose term of office as Branch delegate expired on Jan. 2) as extra delegate from Jan. 2, 1892, pending the result of the appeal to the E. C. on some previous correspondence. The committee then adjourned, after doing some useful work. Several Branch members were present during the meeting of the committee.

On Jan. 4 the usual weekly meeting of the Liverpool No. 1 Branch was held, Mr. T. Titler in the chair; Mr. C. Johnson in the vice-chair. Minutes of previous meetings were confirmed, and ordinary procedure suspended to enable Mr. Wm. Dickson, chartered accountant, the Branch's auditor, to read the balance-sheet for the quarter ending Dec. 26, 1891, after which Mr. J. Williams moved that the same be accepted as read; seconded by Mr. J. Hunter. A vote of thanks was moved, seconded, and carried, after which Mr. Dickson withdrew. Correspondence was read without eliciting any discussion. The weekly balance-sheets for the two weeks ending Jan. 2 were then read and accepted as satisfactory. The President then declared the names of the officials for the half-year ending June 30, 1892, which have been previously published in SEAFARING, and need not be here repeated. An order was made that handbills regarding Federal cards be printed and dispersed, after dealing with the question of the cost of the annual return. Complaints were next taken. The Secretary read a letter from the engineer of the s.s. *Avocat*, complaining of a certain member having been drunk and unfit for duty on the passage from Antwerp. Mr. Noble made a few remarks, stating amongst other things that he had been unable to see this member since his return. After some discussion it was decided to "table" the letter from the engineer until such time as the member alleged to be in default attended the meeting in compliance with a summons which the

Secretary was directed to forward to him forthwith. After some informal discussion as to the propriety of wounded Branch officers attending the meetings, the meeting adjourned at 9 o'clock p.m., after doing some sound work—amongst other things, fining the vice-president and others for non-attendance.

The first meeting of the Birkenhead branch for the year 1892 took place on Monday, 4th inst., Mr. D. Holland presiding. Minutes of meeting having been adopted, together with correspondence received and financial statement, the names of new members enrolled during the week were submitted and accepted to membership on the motion of F. McShane, seconded by James Stanley. The quarterly balance-sheet having been submitted and duly considered, was accepted as being satisfactory on the motion of J. McShane, seconded by A. Mitchell. Several other items of interest having been gone through, the meeting adjourned after a hearty vote of thanks to the chairman.

The usual weekly meeting of the Bootle Branch was held on Tuesday evening last, 5th inst., Mr. J. W. McGovern in the chair. The weather was very bad, but this did not seem to influence the attendance, as a good muster was present at the opening. The ordinary routine was first gone through, the weekly balance-sheet and new members being passed as satisfactory, and the case of a deceased member came up for discussion. It appears the member was a very good one while he was living, and worked hard for the Union, but owing to illness he had done no work for over nine months, though he paid up his contributions as long as he could, but he was, at the time of his death, sixteen weeks in arrears, unfortunately just out of compliance with the rules. Mr. Geo. Johnston moved that, as this was a special case, the member having left a widow, an old woman not able to work, the death benefit of £4 be paid, with the permission of the general secretary, to whom the secretary had written on the subject; seconded by Mr. Matthews, supported by Mr. Hepburn, and carried. The payment of the past quarter's gas bill was also passed, and a motion to lend a member £1, owing to temporary embarrassments, was also carried. The subject of the coloured tickets then came on for discussion, a member asking the secretary if he knew whether or not the dock-labourers, coal-heavers, carters, flatmen, etc., had their ticket yet, or were they going to have them at all, because there was a great deal of stir on this account amongst the non-Unionists who were working at the ships. The secretary explained that as far as he knew, every man connected with the shipping industry would carry one of the tickets, as all were federated and pledged to work in each other's interests. He knew that the tickets were doing a large amount of good, and he predicted that the correct working of the ticket scheme was the keynote to perfect organisation. He, however, had to throw out a note of warning. When members received the ticket they should show it on every possible occasion, as it wanted keeping before the men's eyes. If they kept it in their pocket all the time, they might just as well be without it altogether. Let each man demand it from his mates every time he got a chance, and so be enabled to know who was a black sheep and who was not, and make his plans accordingly. After a vote of thanks, the meeting then adjourned.

#### GLASGOW BRANCH.

At the usual monthly meeting, held in the Assembly Rooms, Lesser Hall, Craigiehall-street, on Tuesday, Jan. 5, Bro. J. McQuillan, president, in the chair, after opening comments by the secretary and president, minutes of the previous general meeting were adopted, no committee being held on the Friday previous, it being New Year's day. The returns for the week ending Dec. 31 were read and moved for adoption by Bro. McDonald, seconded by Bro. Cochrane. After a question being asked by Bro. McDonald, and satisfactorily answered by the secretary, the balance-sheet was accepted. Correspondence was then read from the Dundee secretary, in reference to a shipwreck claim for one of our members; from another member named McGlinchy, making application for sick alimony, he having been twelve months a member of the sick and burial fund; from a member who also made application for a shipwreck claim, he having been one of the crew of the s.s. *Devonshire* which foundered in the Channel a few months ago. Those claims being deemed legitimate by the members, the secretary was instructed to pay the same. A suggestion was approved of by the members for the consideration of Executive Council in the interests of the Glasgow Branch, after which the meeting adjourned.

Members who have paid the Pimslod levy in full for week ending Thursday, Dec. 31, 1891:—John Kemp, A.B.; James Noble Steven, A.B.; John Prentice, A.B.; John Finlay, fireman; William

Potts, fireman; David Adams, fireman; Nicholas Lennon, fireman; William Malcolm, fireman; M. J. Barrett, A.B.; Samuel Orr, A.B.; William Wilson, A.B.; A. Kyle, A.B.; Alex. McArthur, A.B.; John McIlroy, fireman; G. Johnson, A.B.; Frank Coz, A.B.; John Wyne, A.B.; Hugh Shields, fireman; Samuel McCormick, fireman; Peter McDonald, fireman; Archd. McLaren, A.B.; Kenneth Mathieson, A.B.; D. McGilp, A.B.; Robert Murray, fireman; John Stewart, A.B.; Robert Smith, A.B.; William Coade, fireman.

#### CARDIFF BRANCH.

At the usual weekly meeting, on Monday, the newly elected president, Mr. Caidon, presiding, minutes and financial accounts were accepted, and discussion arose to whether Bro. Yarwood, the newly elected delegate, was eligible to hold office on account of his only paying the 4jd. per week. The secretary was instructed to write head office and inquire if Bro. Yarwood could hold office. It was decided that pending an answer from the general secretary he take on as delegate at once. Reference was then made to the Church Parade held on Sunday in aid of the widows and orphans of the s.s. *Prince Soltykoff*, when it was moved that the amount collected be added to the amount collected by the owners, providing it was to be equally divided, and our representative, Councillor Jenkins, allowed to sit on the committee at the time of distribution, and the amount sent be acknowledged as coming from the Sailors' and Firemen's Union. A hearty vote of thanks was instructed to be sent Vicar Thompson, for his kindness in giving us his services. The resignation of Bro. Chubbs from the Executive Council was next read, but it was decided to leave it over until next meeting. Other discussions and questions arose, which were duly answered by the secretary, and district secretary, Mr. Gardner, to the satisfaction of the members.

#### GOOLE BRANCH.

The election of officers for the first half of 1892 resulted as follows:—Chairman, Mr. Jas. Hackett; vice-chairmen, Messrs. Thomas Knott and W. Dickenson; treasurer, Mr. J. F. Hedley; trustees, Messrs. W. Stubbs, R. Hickman, and Jas. Gunn; committee, sailors Frank Woodcock, Tom Hargreaves, James Kilwood, Robert Broughton, J. Weatherill, and Tom Ward; firemen J. E. Gibbins, W. Rusling, S. Lumb, E. E. Rowe, A. Major, and J. Dixon; Trades Council delegates, W. R. Chappell, James Hackett, R. Broughton, Tom Knott, J. E. Gibbins, Jas. Gunn, and S. Lumb.

At the usual weekly Branch meeting, Bro. James Hackett in the chair, minutes and financial statement having been read, the secretary read the result of the election of officers for the next half-year, as given above. Mr. W. Stubbs, Mr. Jas. Gunn, and the secretary had been appointed to open the ballot-box, and altogether the ballot was by far the best ever taken in this Branch, there having been 1,493 votes recorded, besides spoilt papers, showing the interest that the members had taken in the election. The chairman responded by thanking the members for having elected him to the position, and said he would do all in his power to carry out the duties devolving on him. The vice-chair and the secretary having also thanked the members, and Mr. T. Ward and Mr. R. Broughton, on behalf of the committee, and Jas. Gunn, on behalf of the Trades Council delegates, Mr. Tom Wing, of Hull, having entered the room, gave the members a good stirring address, and at the close was accorded a hearty vote of thanks. Thanks having also been given to the chairman, the meeting closed.

#### GRIMSBY BRANCH.

The usual weekly meeting was held on Jan. 5, Bro. Brown in the chair. Minutes, accounts, and correspondence being passed, it was proposed by Bro. Wickett, seconded by Bro. McDonald, and carried, that the four applications for enrolment as trimmers be accepted. Henry Brown, of Hilda-street, Grimsby, boatswain of the s.s. *Argo*, was accidentally drowned in Millwall Dock, London, on Friday night last. The *Argo* is one of Messrs. Wilson & Sons' steamships. Brown was going on board the vessel at 10.30 o'clock on Friday night, when he fell into the water and was drowned. The deceased, who was a very steady and respectable man, leaves a widow and five children, and the first intimation Mrs. Brown received of her bereavement was a telegram requesting her attendance at the inquest at Poplar on Monday morning. Mr. Bennett, the local secretary of the Sailors' and Firemen's Union, at once kindly interested himself in the case, and rendered the sorrowing family what assistance lay in his power.—Mr. Wynne E. Baxter, coroner for East

**TO HELP SEAMEN,** the best way is to buy and read SEAFARING, to recommend your friends to do so, and get people to advertise in SEAFARING.

London, held the inquest on Monday, at Poplar, Henry Maidment, police-sergeant, stated that when he was called to the quay, he found the body of the deceased, which had just been recovered from the dock. Dr. Boyle was called and pronounced life extinct. Maidment was informed by Frederick Bateman, a seaman on board the *Argo*, that the deceased and some companions were returning to the ship when the former stumbled and fell head foremost into the water. There were no chains or any protection to the dock at that spot, so that any person stumbling must pitch into the water. The *Argo* and all her crew left the dock the following morning. Witness said there was no eye-witness to the accident who could give evidence. From his inquiries witness had ascertained that the deceased was a teetotaler, and it was supposed he caught his foot against the side of the coping. Mr. Courtain Thomas Chever, Coroner's officer, informed the Court that he telegraphed to deceased's wife at Grimsby, and received a reply informing him that she had no means to purchase a ticket for London, but that the *Argo* had arrived home and she had been informed of the accident. The jury returned a verdict of "Accidental death." Messrs. Wilson paid for the funeral of the deceased.

#### GRANGEMOUTH BRANCH.

At the usual weekly meeting, Jan. 4, Mr. Wilson presiding, minutes were read and approved, also weekly receipts and expenses, after being discussed by the members present. The secretary read correspondence from head office, also a letter from Mr. H. Friend, secretary of the North of England Association, asking that the non-local receipt book of that association be sent. It has been sent for examination to Mr. Friend. It was then moved that an auditor be appointed to audit the books and all vouchers. Bro. White moved, and Bro. Brown seconded, "That Mr. G. B. Scotland be auditor;" carried unanimously. The following officers were then re-elected for the ensuing year: G. B. Scotland, chairman; Mr. A. McNab, vice; Mr. E. Cowie, secretary; Mr. T. Harvey, treasurer and assistant; Mr. R. Findlay and Mr. W. Hall, trustees. The secretary then gave the members an explanation of the benefit that was to be got by our worthy president, Mr. Samuel Plimsoll, being presented with the testimonial that the 2s. 6d. levy was being raised for, and urged upon the members to rally round the good old man for the services he had rendered to all seamen for this last twenty-six years. The officers of all ships should be asked to contribute towards the same, as they are reaping the same benefits as the sailors and firemen through Mr. Plimsoll's labours in their cause. The secretary also urged upon all members who have not paid it to come to the front at once and rally round the grand old man and the good old National Union, doing their utmost to put our general secretary into the big house, where his voice can be heard for the benefit of all our shipmates on land and sea.

Trade is very slack here at present. I am proud to tell you that Grangemouth is coming to the front once again.

#### LEITH BRANCH.

At the general meeting, on Tuesday, Dec. 29, Bro. James Skinner presided. Minutes and weekly and quarterly financial reports were read, and after some remarks, unanimously adopted. The elections were then gone into, and on the votes being counted Mr. Sprow declared that Mr. John Green was elected president and Mr. James Brown secretary. As a large committee had been nominated, it was unanimously agreed that those nominated for vice-chairman, committee, and auditorship be declared elected. The election of two representatives on the Trades Council resulted in Bros. Black and Brand being chosen. After arrangements for the New Year holidays had been made the meeting closed with a lengthy speech from Mr. Will Sprow. A public meeting under the auspices of the Branch was held on Wednesday, Dec. 30, in the Labour Hall. Mr. John McKenzie, late vice-president of the Trades Council, presided over a good attendance, and in opening the meeting, gave a short address on the advantages of combination. Mr. Will Sprow then gave a lengthy speech, during which he referred to various matters, and at the close was awarded a hearty vote of thanks.

We are sorry that the holiday season has interfered with the work of Mr. Sprow to a great extent, but we trust that when he next returns, which we hope will be shortly, great good will result from his visit.

#### SUNDERLAND BRANCH.

This Branch met Jan. 4, Mr. George Dunn in the chair, Mr. J. B. Lee in the vice-chair. There was a large attendance of members present. After minutes were read and confirmed, the secretary read two letters, one being from Mr. Whitehead, solicitor of the Hull branch, relating to a steamer

which had agreed with four men to fire her round from Hull to Sunderland. It appeared that some of the men had been working aboard of her, and several days' pay were due. When they went alongside they were unable to get on board, and the captain refused to put a ladder over the side for them, and brought the ship away. The men are desirous of claiming their run as agreed on, and the days' pay, which they consider they are justly entitled to. Another case was reported as having occurred in London, where a member was unshipped without getting a certificate of discharge. In this case the Branch considered both sides, and were of opinion that it was a hopeless one, and decided not to go any further with it. Mr. J. H. Wilson, the general secretary, who was present, then addressed the members on the Union in general, and the legislation to be brought before the House of Commons next session. He stated that the Union to-day was in a flourishing condition, and that the prospects before us are very bright, and he hoped that the Sunderland Branch would go forward. The secretary stated that the income of the Branch on that day was larger than it had been on any day in the last nine months. A vote of thanks to the general secretary brought the meeting to a close.

#### HULL BRANCH.

At the Branch meeting, held in the late Union Home, 48, Mytongate, the president, Mr. T. Ward, in the chair, after the adoption of the minutes of the previous meeting, committee's minutes were read and, after a fairly good discussion, adopted. One of the minutes related to the shipwreck claim made by W. G. Gordon (Swansea Branch), of the ship *Enterkin*, which was lost on Dec. 12, two apprentices and himself being all that were saved out of a crew of 31 all told. The weekly balance-sheet was accepted. Mr. Clark, outside delegate, reported a vessel trading to and from Hull under the recognised rates. After the question had been threshed out, it was resolved to have the matter taken before the next meeting of the District Council of the Federation of Trades. At the Friday night's meeting Mr. T. Ward occupied the chair; minutes were adopted and correspondence read. Among the correspondence was a letter from Mr. W. E. Overton. The secretary was directed to return Mr. Overton the best thanks of the Hull Branch, and to wish him a happy and prosperous New Year. After scrutineers had been appointed, the election of officers was taken, with the following result:—President, W. Rushton; vice-presidents, Messrs. Steele and Gregory; treasurer, S. Begg; secretary, T. Carr; outside delegates, Messrs. Clark and Brown; trustees, Councillor Millington, Councillor Parrott, Mr. Skinner. The committee were elected *en bloc*, with power to add. The retiring chairman, Mr. T. Ward, said:—"Seeing the election of your officials has been duly carried out, I hope they will do their duty to the members, and at the same time I hope that the members will not forget that they also have a duty to perform towards your officials in assisting them to carry out the duties which they have to do. And on behalf of myself, retiring from the presidency, I thank you one and all for the manner in which you have assisted me in carrying out my term of office; and, in conclusion, I wish you all a happy New Year, and long life to the Hull Branch of the National Amalgamated Sailors' and Firemen's Union." (Applause.)

Members who have paid the Plimsoll levy from Dec. 19, 1891, to Jan. 1, 1892:—F. Smith, E. Sinclair, H. P. Jarren, M. Moran, W. Henrickson, G. Thordenson, C. White, A. Dale, W. Wells, J. Hill, J. Thomas, C. Thompson, J. Coaft, E. Behm, G. Scaul, W. Berq, J. Walker.

#### KING'S LYNN BRANCH.

At the weekly meeting, Dec. 28, presided over by Bro. W. Cummings, E.C. for No. 8 District, minutes, income, and expenditure were adopted. The chairman informed the Branch that a committee was appointed to elect the officers for the ensuing six months, asking this meeting to approve of the election. It was moved by W. Brookes, and seconded by W. Fysh, and carried, that the same officers remain in office, namely, Secretary, C. W. Arnold; Branch president, W. Cummings, E. C.; vice-president, B. H. Craven; check secretary, M. A. Swain; treasurer, W. Brookes. Committee: Bros. Crake, Fysh, Dix, Gittens, Bennett, Bridges, Hendry, West, Simpson, Danelson, Manchester; auditors, B. H. Craven and Mr. H. Fisher, insurance agent. It was also moved that the secretary inform certain individuals that it is illegal to do stewards' and mess-room stewards' work individually, and that an arrangement be made to alter the present state of things in relation to the same. There was also a lengthy discussion upon the various Bills to be submitted to Parliament, the hope being expressed that these Bills will pass next session and become

law, to better the condition of the seafaring community. The meeting, after wishing the Union a prosperous and happy new year, was closed.

At the meeting on Monday night, Jan. 4, Bro. W. Cummings in the chair, minutes were adopted and the report of the auditors was read and accepted, with a vote of thanks to the auditors. It was decided that a book and ticket rack be placed in the secretary's office, at a nominal price, also that Bro. Tawler's case be considered by head office, he having been on a bed of sickness since Jan. 12, 1891, with a view of keeping him good on the books, as this brother when in health, was always a good and true Union man. Meeting closed with the usual vote of thanks, after which a social half-hour was spent in harmony.

#### DUNDEE BRANCH.

The usual weekly meeting of the Branch was postponed, so that the members would have an opportunity of hearing Mr. John Leng's, M.P., suggestions and opinions on the Bills approved of at our annual general meeting. (A full report of the meeting with Mr. Leng appears on pages 2 and 3.)

A special meeting of the Branch was held Jan. 5, Mr. A. Y. McDonald presiding, and was addressed by Mr. Sprow, organiser, on various matters affecting the interests of seamen and the Federation ticket, and he also strongly asked the members if they were prepared to make an effort to obtain an increase of the wages to 32s. 8d. per week—which was answered by the members in the affirmative. Mr. Sprow then stated that he was to approach the shipowners of the port and let them know that they would receive a week's notice to consider the demand of the men for an increase of the wages.

#### WEST HARTLEPOOL BRANCH.

The ordinary weekly meeting was held Dec. 30, Bro. Payne in the chair, Mr. Cathery, organiser, being present. The secretary submitted his quarterly report, showing that the membership had been increased by 53 during the quarter; the financial return showed an increase of over £30 for the same period, the total receipts being £263 2s. 5d., which the members considered very satisfactory, showing the Shipping Federation powerless to retard the progress of Unionism. Bro. Henson was appointed to audit the accounts, in company with a professional accountant. It was resolved to get up a petition in favour of the new provision scale, and to ask the Executive Council to push forward the same. A resolution was also passed to ask Mr. C. Furness, M.P., to adopt the same scale on his ships, seeing that several firms had already voluntarily done so. After several other matters had been dealt with Mr. Cathery delivered a particularly able address to the members present, for which he received a very hearty vote of thanks. The chairman was similarly honoured for the able manner in which he had conducted the meeting, after which the proceedings terminated.

THE *Cardigan Castle*, which left Hull on July 15, 1891, for Portland, Oregon, has arrived at her destination, after a very long passage. Recently 30 guineas were paid on her.

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# SAILORS' AND FIREMEN'S UNION NOTICES.

## MEMBERS ENROLLED.

WEEK ENDING JANUARY 2, 1892.

In these lists, F means fireman, T trimmer.

BRISTOL.—T. Horton, A B.

BARRY.—H. G. Gustaveson, A B.

BIRKENHEAD.—H. Holmes, A B; E. Lofyrem, A B; J. Darlin, F; A. Kennedy, A B; J. Tracey, A B.

BURNISLAND.—J. Heigh, F; R. Brown, T; J. Rodger, M R S; G. Robinson, F.

BARROW.—K. W. Lillston, A B; T. Chadwick, T.

DUBLIN.—G. Rankin, T.

GLASGOW.—J. Fisher, A B; T. McCourt, T; A. Duff, A B; T. Muirhead, F; D. McDonald, T; D. Ferguson, F.

GREENOCK.—A. Gavin, A B; W. Rennie, A B.

GREEN'S HOME.—D. Capper, F; J. Humphrey, A B.

GRIMSBY.—P. Hanson, A B; J. Millham, A B; J. Daniels, F; T. Balmain, F; E. Olsen, A B; J. Eyman, A B; D. Ingam, A B; J. Ward, T; K. Bateman, A B; C. J. Carlson, A B.

GRAVESEND.—J. Bell, A B; S. Schmidt, F; A. Johnston, F; G. West, A B; T. Dawson, F; R. Soman, F; J. Dixon, T; R. B. Burns, F; T. Lloyd, A B; J. Warwick, A B; P. McCarthy, T; W. Dry, T; J. Fitzpatrick, T.

GREAT YARMOUTH.—G. Turrell, O S.

HULL "B".—A. Hutton, E steam trawler.

KING'S LYNN.—C. E. Wyman, T.

LEITH.—W. Ross, A B.

LIVERPOOL.—J. Haydon, F; J. Duggan, A B; G. A. Moore, A B; J. Gill, F; J. Williams, A B; W. Kelly, A B.

BOUNDARY STREET (Liverpool).—E. McLaughlin, F; J. Kernan, F; R. Hughes, A B; J. Dunn, F; J. Evans, F.

STORNOWAY.—A. McLean, A B; D. McDoughal, A B; A. McLeod, A B; E. McLennan, O S.

## RECEIPTS AT HEAD OFFICE.

WEEK ENDING JANUARY 2, 1892.

### NON-LOCALS.

|                       | £   | s. | d. |
|-----------------------|-----|----|----|
| Barry .. .. .         | 5   | 12 | 7  |
| Barrow .. .. .        | 0   | 9  | 6  |
| Ayr .. .. .           | 0   | 10 | 0  |
| Birkenhead .. .. .    | 1   | 7  | 0  |
| Hull "B" .. .. .      | 0   | 18 | 6  |
| Burntisland .. .. .   | 0   | 10 | 0  |
| Aberdeen .. .. .      | 1   | 6  | 0  |
| Leith .. .. .         | 0   | 13 | 6  |
| Middlesbro' .. .. .   | 8   | 12 | 10 |
| Dundee .. .. .        | 0   | 8  | 6  |
| Aarhus .. .. .        | 0   | 3  | 4  |
| Glasgow .. .. .       | 5   | 2  | 4  |
| Barry .. .. .         | 3   | 8  | 6  |
| South Shields .. .. . | 11  | 3  | 2  |
| Swansea .. .. .       | 0   | 8  | 0  |
| Bo'ness .. .. .       | 0   | 15 | 6  |
| North Shields .. .. . | 1   | 3  | 6  |
| Bootle .. .. .        | 0   | 5  | 0  |
| Grangemouth .. .. .   | 0   | 3  | 0  |
| Penarth .. .. .       | 0   | 3  | 6  |
| Blyth .. .. .         | 2   | 7  | 0  |
| Liverpool .. .. .     | 3   | 1  | 0  |
| Malta .. .. .         | 0   | 2  | 0  |
| Belfast .. .. .       | 0   | 15 | 0  |
| Newport .. .. .       | 8   | 14 | 5  |
| Tidal Basin .. .. .   | 2   | 2  | 5  |
| Goole .. .. .         | 0   | 2  | 3  |
| Tower Hill .. .. .    | 0   | 9  | 0  |
| Grimsby .. .. .       | 2   | 8  | 6  |
| Dundee .. .. .        | 0   | 4  | 6  |
| Lerwick .. .. .       | 0   | 7  | 6  |
| Southampton .. .. .   | 0   | 13 | 0  |
| Cardiff .. .. .       | 4   | 13 | 7  |
| Hull .. .. .          | 2   | 14 | 6  |
| Whitby .. .. .        | 0   | 2  | 6  |
|                       | £72 | 1  | 5  |

### GENERAL FUND.

|                       | £    | s. | d. |
|-----------------------|------|----|----|
| Ayr .. .. .           | 0    | 6  | 7  |
| Londonderry .. .. .   | 0    | 10 | 11 |
| Aberdeen .. .. .      | 0    | 2  | 7  |
| Dundee .. .. .        | 62   | 10 | 5  |
| Newcastle .. .. .     | 1    | 10 | 0  |
| Peterhead .. .. .     | 0    | 8  | 5  |
| South Shields .. .. . | 15   | 10 | 0  |
| North Shields .. .. . | 6    | 12 | 3  |
| Bootle .. .. .        | 4    | 18 | 4  |
| Liverpool .. .. .     | 2    | 8  | 2  |
| Newport .. .. .       | 20   | 0  | 0  |
| Green's Home .. .. .  | 1    | 16 | 0  |
| Tidal Basin .. .. .   | 20   | 0  | 0  |
| Aberdeen .. .. .      | 0    | 4  | 0  |
| Goole .. .. .         | 0    | 5  | 6  |
| Grimsby .. .. .       | 2    | 5  | 7  |
| Dundee .. .. .        | 3    | 4  | 1  |
| Lerwick .. .. .       | 0    | 2  | 11 |
| Southampton .. .. .   | 2    | 0  | 0  |
| Hull .. .. .          | 3    | 7  | 5  |
| South Shields .. .. . | 519  | 17 | 0  |
|                       | £668 | 0  | 2  |

### PLIMSOLL LEVY.

|                       | £   | s. | d. |
|-----------------------|-----|----|----|
| Hull "B" .. .. .      | 0   | 10 | 0  |
| Burntisland .. .. .   | 0   | 7  | 6  |
| Aberdeen .. .. .      | 0   | 7  | 0  |
| Dundee .. .. .        | 0   | 15 | 6  |
| Glasgow .. .. .       | 4   | 10 | 0  |
| Newcastle .. .. .     | 0   | 3  | 0  |
| South Shields .. .. . | 0   | 10 | 6  |
| Plymouth .. .. .      | 0   | 2  | 6  |
| North Shields .. .. . | 1   | 9  | 0  |
| Bootle .. .. .        | 0   | 4  | 6  |
| Yarmouth .. .. .      | 0   | 1  | 0  |
| Portsmouth .. .. .    | 0   | 4  | 0  |
| Liverpool .. .. .     | 0   | 9  | 6  |
| Malta .. .. .         | 0   | 2  | 6  |
| Belfast .. .. .       | 0   | 2  | 6  |
| Greenock .. .. .      | 0   | 5  | 0  |
| Tidal Basin .. .. .   | 3   | 0  | 6  |
| Green's Home .. .. .  | 1   | 19 | 9  |
| Tower Hill .. .. .    | 0   | 14 | 6  |
| Grimsby .. .. .       | 0   | 3  | 0  |
| Dundee .. .. .        | 0   | 13 | 0  |
| Hull .. .. .          | 1   | 5  | 1  |
|                       | £17 | 19 | 10 |

### "SEAFARING."

|                       | £  | s. | d. |
|-----------------------|----|----|----|
| Barrow .. .. .        | 0  | 1  | 0  |
| Ayr .. .. .           | 0  | 0  | 8  |
| Seaham .. .. .        | 1  | 0  | 0  |
| Hull "B" .. .. .      | 0  | 3  | 3  |
| Burntisland .. .. .   | 0  | 1  | 0  |
| Londonderry .. .. .   | 0  | 0  | 7  |
| Aberdeen .. .. .      | 0  | 4  | 6  |
| Dundee .. .. .        | 0  | 3  | 9  |
| Birkenhead .. .. .    | 0  | 3  | 4  |
| Newcastle .. .. .     | 0  | 1  | 0  |
| Peterhead .. .. .     | 0  | 1  | 6  |
| South Shields .. .. . | 0  | 4  | 8  |
| Plymouth .. .. .      | 0  | 0  | 9  |
| North Shields .. .. . | 0  | 5  | 0  |
| Bootle .. .. .        | 0  | 1  | 6  |
| Yarmouth .. .. .      | 0  | 0  | 9  |
| Grangemouth .. .. .   | 0  | 0  | 6  |
| Portsmouth .. .. .    | 0  | 6  | 0  |
| Liverpool .. .. .     | 0  | 1  | 4  |
| King's Lynn .. .. .   | 0  | 2  | 0  |
| Belfast .. .. .       | 0  | 2  | 6  |
| Newport .. .. .       | 0  | 11 | 8  |
| Goole .. .. .         | 0  | 0  | 3  |
| Tower Hill .. .. .    | 0  | 0  | 6  |
| Grimsby .. .. .       | 0  | 0  | 11 |
| Dundee .. .. .        | 0  | 3  | 1  |
| Lerwick .. .. .       | 0  | 1  | 8  |
| Seaham .. .. .        | 0  | 3  | 4  |
| Cardiff .. .. .       | 0  | 13 | 5  |
| Hull .. .. .          | 0  | 5  | 0  |
|                       | £5 | 5  | 5  |

### GOODS ACCOUNT.

|                       | £  | s. | d. |
|-----------------------|----|----|----|
| Burntisland .. .. .   | 0  | 3  | 10 |
| Londonderry .. .. .   | 0  | 1  | 6  |
| Aberdeen .. .. .      | 2  | 14 | 0  |
| South Shields .. .. . | 0  | 9  | 0  |
| Plymouth .. .. .      | 0  | 1  | 6  |
| North Shields .. .. . | 0  | 4  | 6  |
| Bootle .. .. .        | 0  | 5  | 8  |
| Grangemouth .. .. .   | 1  | 4  | 3  |
| Goole .. .. .         | 0  | 5  | 0  |
| Grimsby .. .. .       | 0  | 2  | 0  |
| Hull .. .. .          | 1  | 2  | 6  |
|                       | £6 | 13 | 2  |

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